CANADIAN SERVICE DATA BOOM

1966-1970 domestic and imported automobiles

1971 EDITION

CONTENTS

General Data	6	Fuel, cooling	. 114
Engine specifications		Transmission, clutch	
Piston, ring, pin data		Driveline, drive axle	
Valve servicing Valve timing, bearings,		Steering, front end	153
torque values		Brakes	169
Ignition	74	Flat rate — domestic .	188
Starting, charging		Tune-up check	. 199

Published annually by Canadian Automotive Trade





CREME TYPE

HAND CLEANER

The Economical 30-second clean-up





Also available in tubes and other size cans.

HEAVY DUTY DISPENSER

The "One-Shot" precision-built dispenser is engineered to eliminate waste. It dispenses the exact amount of GO-JO needed to quickly and efficiently clean hands. Easy to refill with large $4\frac{1}{2}$ lb. throw-away can. The time proven method for economical handcleaning.

D. A. McNULTY

& CO. LIMITED TORONTO 18, CANADA

1971 W. A. Paterson . . data editor Harry L. Kimpton . publisher **EDITION** Bert van Pelt advertising rep.

CANADIA SERVICE BOOK

Edward Belitsky editor

André D'Aoust . Montreal rep.

J. Wes Richardson

Edmonton rep.

Tom H. Wylie . Vancouver rep.

Mary Fernee . . . production

Jack C. Henry . . . circulation

Ben Inwood . group publisher

George W. Gilmour

vice-president and director, business publications division

Price: \$3 each—Canada \$5 each-U.S.A. & U.K. \$6 each—elsewhere

Published and printed by Maclean-Hunter Limited Donald F. Hunter . . . President J. L. Craig; R. A. McEachern; D. G. Campbell . . . executive vice-presidents

MUNRO AGENCIES

THUNDER BAY, ONTARIO PHONE 623-6593

481 University Ave., Toronto 2, Ont. Tel. (416) 362-5311

For a complete British Leyland fast-moving parts catalogue, absolutely free...



If you service or repair Austins, MG's, Triumphs, or Rovers, you won't be able to do without this catalogue. It is provided with one thought in mind: to simplify the ordering of parts for diagnostic mechanical maintenance and repairs. Genuine British Leyland parts are listed by number for fast, easy ordering and are stocked in five warehouses across Canada. Get your fast-moving parts catalogue now, so you'll have it-ready for use next time an Austin, Triumph, MG or Rover pulls in.



BRITISH LEYLAND MOTORS CANADA, LTD.

One of the world's great car-makers...
serving all Canada.

send this coupon!

to British Leyland Motors Canada, Ltd. P.O. Box 5033 Burlington, Ontario.

Please send me a FREE British Leyland Fast-Moving Parts Catalogue.

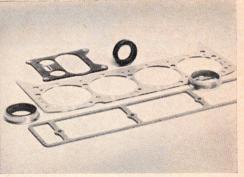
ADDRESS

CITY PROV

70-H18







PERFECT CIRCLE and VICTOR

trusted to deliver top performance

Wherever engines run or wheels turn these renowned product names meet demanding standards. Perfect Circle pioneered chrome piston rings to lessen wear, produced the first circumferential pressure designs to minimize blow-by, and now are developing designs for engines of the future. Victor's reputation for design and quality has earned high places in the industry. Known for leadership in production techniques, Victor is the accepted standard in the gasket and seal industry. These respected product leaders are now mated with co-ordinated engineering, centralized production and policies assuring excellence in performance. Mr. Doctor of Motors relies upon these dependable brand names.



PERFECT CIRCLE — VICTOR DIVISION, HAYES-DANA LIMITED,

ST. THOMAS, ONTARIO



one stop does it all!

Your local Chrysler dealer is a man of many parts—Chryco "All-Make" parts. Chryco "All-Make" parts fit all makes of North American cars. And every part is backed by Chryco's National Warranty. Your Chrysler dealer always keeps a stockpile of top-quality Chryco "All-Make" parts on hand. So one stop does it all.

Call your Chrysler Canada Ltd. dealer right now. Order and install Canada's finest parts line!



CHRYCO PARTS

finest for all makes of cars!



GENERAL DATA

GENERAL DATA

		W/I 1	Approx.	0 11	M	11:1.4	OVER	HANG	TRA	CK	Ground	TIRES (Std. Eqpt.)
MAKE & MODEL	YEAR	Wheel- base	Curb Weight†	Overall Length*	Max. Width	Height† (unladen)	Front	Rear	Front	Rear	Clearance	Size	Pressures (cold)
ACADIAN and BEAUMONT 71000 Series 71000 Series S/Wagon 71000 Series 71000 Series	66-67 68-69 70	110 110 111 110 rt Deluxe, all per Sport.	2770 3010 3010 ¹¹ 3143 V8, & all	183 187.4 189.3 189.4 67, 6.95–14.	71.3 71.3 72.4 72.4 10 Coupe	55.1 56 53.9 ¹² 52.5 E70-14. ¹¹	27 27 29.8 29.8 29.8 '69, 3015.	46 50.4 48.6 48.6 12 '69, 52.	56.8 56.3 59.0 59 5. 13 '69,	56.3 55.8 58.818 58.9 58.9	6 6.3 5.8 5.0 See placard	7.35-14 ¹⁰ E78-14 ¹⁵	24F, 40R 24F, 28R ¹⁴
73000 Series (Beaumont). 73000 Series (Beaumont) S/Wagon Beaumont, Beaumont Custom. Beaumont 396 V8. Beaumont S/Wagon 73000 Series Coupe. 73000 Series S/Wagon.	67 67 68–69 69 69 6 All L-6 mo	1;5 115 115 115 115 116 112 116 dels except 4- ponvertible, 112 vertible; 396 V	2. 8 S/w	agon 7.75.	9 '69, 320.	5. 10 '69,	200.9.	1 '69, 76.	12 See plac	ard on lef	4.8 6.9 5 6.8 4.8 4.8 5.8 5-14; all 396 t door of vektor dual acti	7.35-14 F70 7.75-14 7.35-14 ⁸ 7.75-14 ¹³ 7.75-14 ¹⁴ V8, 7.75-1	22F, 26R 26FR 26FR 22F, 30R 26F, 28R ¹² 12 12 14. 350 V8 sport
	66 66 66 67 67 67 67 68-69 68-69 68-69 70 70 70 70	112 116 106 112 114 118 118 106.0 114.0 118.0 109.0 97.0 122.0 96.0 108 114 122 109 97 2 '69, 56–2 11 '69, E	292616 309621 2699 314926 3163 3282 3219 26861 3192 28928 3193 3357 2575 2814 3210 3409 2911 3192 2913	195 200 181 195 197 201 .45 202 .5 181 .00 197 .00 202 .50 189 .22 177 .22 206 .5 161 .25 179 .26 199 .00 208 .00 191 .04	74.5 74.5 70.84 74.5 78.36 78.36 78.36 70.84 77.24 77.24 77.57 70.58 71.08 77.24 77.24 77.24 77.27 77.24 77.27 77.24 77.28 71.89 71.57	54.4 54.4 52.38 54.16 53.8 54.7 54.24 54.61 54.69 51.81 51.73 55.00 52.55 52.72 55.00 55.272 55.00 55.38 55.40 55.38 55.40 55.38 55.40 55.38 55.40 55.38 55.40	31.4 31.7 31.4 31.9 32.9 31.70 32.9 31.70 32.90 39.70 32.90 33.25 31.90 33.25 31.90 32.90 41.52 41.52	51.6 52.6 43.3 51.6 51.1 50.55 51.6 43.30 51.10 51.60 40.52 51.60 32.00 32.00 32.00 32.00 32.00 32.00 32.00 33.10 40.52	58. 2 58. 2 58. 2 58. 2 58. 58. 58 56. 00 ² 58. 58 57. 29 ² 60. 00 60. 00 57. 46 60. 00 59. 70 7° 69, 60.	57. 4 57. 4 55. 4 58. 5 58. 5 58. 5 58. 50 58. 50 58. 50 57. 00 57. 00 57. 00 60. 00 57. 00 60. 00 57. 00 57. 00 60. 00 6	6 6 6 6 6 6 6 5.95 5.92 6.00 5.51 5.29 6.00 5.51 5.21 6.45 5.11 5.30 69, 2876. V8, 3401 w/	6.95-14 ¹¹ 7.35-14 ² 6.45-14 7.35-14 7.35-14 7.35-14 7.35-14 7.35-14 6.95-14 7.35-14 6.95-14 6.95-14 CR8-14 EZ8-14 CZ8-14 CZ8-19 CZ8-	24FR 24FR 24F, 26R 24F, 26R 24F, 26R 24F, 26R 24F, 26R 28FR 24F, 28R 24F, 28R 24FR 24FR 24F, 28R 24FR 24F, 28R 24F, 28R 24F, 28R 24F, 28R 24F, 28R 24F, 28R 24F, 28R 24F, 28R 24FR
	66-68 66-70 66-68 66-68 66-70 66-70 66-68	84.16 80.0 80 92 100.25 110 106.125 93.5 80 6 Sprite III, 2, 28F, 24R.	1546 15256 13508 2380 2400 3537 253511 18879 1435 1466.	129. 87 132. 75 120. 25 157. 5 174. 5 187. 25 164 146. 75 120. 25 7 28F, 26R if		53.5 49.754 53 50 58 59.5 56 52.75 53 8'69, C			47.75 45.75 48.5 48.75 50.625 55 56 51.5 52 40. ⁹ A	45.87 44.75 46 50 51.375 53.25 55.5 50.875 46.9 merica sto	7.125 5.0 6.375 4.625 6.5 6.5 6.0 6	5.20-10 5.20-13 5.20-10 5.90-15 5.90-14 7.50-13 1.75-13 5.50-12 145-10 0., 1848.	24FR 24F, 26R 24F, 22R ⁷ 20F, 25R 23F, 25R 31F, 29R 28F, 22R ¹² 28F, 24R 28F, 26R ¹⁰

1800	66-67 66-67	100.4 100.4	2359 2293	177 177	67.25 67.38	54 54	Ξ	Ξ	52.19 52.19	53.75 54.0	6 6	6.00-14 6.00-14	
BUICK Le Sabre Wildcat Special, Special Deluxe, Skylark Special & Special Deluxe S/Wagon Sportwagon Electra 225 Riviera Le Sabre Wildcat Electra Special, Special Deluxe, Skylark Special, Special Deluxe, Skylark Special, Special Deluxe, Skylark Special Deluxe, Skylark & Skylark Custom Sportwagon GS400 Riviera Special Deluxe, Skylark & Skylark Custom Sportwagon GS350, GS400 Le Sabre Wildcat Electra 225 Riviera Sportswagon Le Sabre Wildcat, Electra 225 Riviera Sportswagon Le Sabre, Wildcat, Electra 225 Riviera	66 66 66 66 66 67 67 67 67 67 67 68 68 68 68 68 68 68 68	123 126 115 120 121 126 127 128 129 129 120 121 121 121 122 123 126 126 127 129 129 129 129 129 129 129 129	4027 4340 3197 3456 3832 4529 4316 4105 4400 3573 3916 3573 351433 3975 351433 3975 4253 4252 4299 4292 4299 4293 4358	216.8 220.1 204 209 209 201.2 211.2 217.5 223.5 221.2 217.5 223.9 205 214.3 205.2 211.3 204.6 ²⁴ .2 ⁵ 214.2 20.5 214.3 20.6 217.5 221.3 204.6 ²⁴ .2 ⁵ 214.3 205.2 214.3 206.6 217.5 220.5 221.3 207.5 221.3 208.6 ²⁴ .2 ⁵ 214.3 209.6 217.5 220.5 221.3	80.0 80.0 75 75 75 80 80 80 80 80 80 80 75.4 4 75.4 4 75.5 80 80 80 75.5 80 80 75.5 75.5 80 80 80 75.5 75.5 80 80 80 80 80 80 80 80 80 80	55. 2 55. 2 54. 3 57. 6 55. 8 55. 3 55. 3 55. 3 55. 3 55. 4 55. 3 55. 3 56. 3 56	37.9 37.9 35.6 35.6 35.6 37.9 38.5 38.3 38.3 38.3 38.3 35.6 35.6 35.6 37.47 37.47 37.47 37.47 37.47 37.47 37.47 37.47	55. 9 55. 9 53. 4 53. 4 53. 4 59. 5 56. 5 59. 9 54. 413 53. 7 51. 19 52. 6. 46 60. 88 55. 6 55. 6 56. 5 59. 9	63 . 4 . 58 . 58 . 58 . 58 . 63 . 4 . 63 . 63	63 63 58 59 63 63 63 63 63 63 59 59 59 59 59 59 59 59 59 63 63 63 63 63 63 63 63 63 63 63 63 63	5.6 6.6 6.4 7.8 5.5 5.7 8.8 5.7 8.8 5.7 8.8 5.7 8.8 5.7 8.8 5.7 8.8 5.5 5.5 5.5 5.5 5.7 8.8 5.7 8.8 8.6 8.6 8.6 8.6 8.6 8.6 8.6 8.6 8.6	8. 45-15 6. 95-1418 7. 75-14 8. 25-14 8. 25-14 8. 45-15 8. 45-15 8. 45-15 7. 75-14 8. 25-14 7. 75-1432 8. 25-1436 7. 75-1438 8. 25-1438 7. 75-1438 8. 45-15	24FR 22F, 26R 22F, 26R 24FR 24FR 24F, 26R 24F, 26R 24F, 26R 24F, 32R 24F, 32R 24F, 32R 24F, 26R 24F, 26R
Skylark 2 Dr. Coupe Skylark 4 Dr. Sedan GS, GS 455. Sportswagon Le Sabre, Custom Le Sabre 455, Wildcat Custom Electra 225, Custom Estate Wagon.	70 70 70 70 70 70	3. 23 CS; 9. 26 W/2, Wagon 54. 6 35 69, 5.5. 112 116 112, 116 124 124 124 126. 2 123 119 3407; Custon 5 Le Sabre	30 '69 36 GS4 33431 34192 35233 39474 41525 4319 44377 4871 4351 n, 3511; C	²⁴ Coupe & 3 seat & 55–1 ⁴ , 26F., 28R. 400 28FR. 202. 2 206. 2 202. 2 212. 6 219. 4 225. 0 222. 3 215. 5 onvertible, 35 onvertible, 35 onvertible, 35	convertible 27 Fr. \$\frac{27}{31}'69 \t	ole wheelbas ont tread G //Wagon, 55 Sabre 123. 54. 1 53. 3 57. 0 54. 6 55. 9 57. 1 53. 6	38 Wildca 41.2 41.2 41.2 39.28 39.2 39.2 39.2 39.2 39.2 39.2 39.2 42.3 3428; Custo	h 200.6; w 28°69,5/Wa at 4313, Eld 49.0 49.0 60.18 57.0 59.0 60.1 54.1 m, 3602; H	idth 75.5. 3506, Coup gon 8.25-14 ectra 4501. 59 59 59 63 63.5 63.5 63.5 63.5	ee & convert 4. 33 GS. 39 Elect: 59 59 59 59 63 63 63 63 63 63 63	cible, 3477, 3550, 3537, ra 54.9. 6.8 6.8 6.8 6.7 6.5 6.9 7.55 6.8 455, 3738	GS400 356 ⁴⁰ Electra G78-14 G78-14 H78-14 H78-14 H78-14 J78-15 L78-15	9. a 8.85-14. 26F, 28R 26F, 28R 28FR 26F, 32R 24F, 28R 24F, 28R 24F, 28R 24F, 28R 24F, 32R 24F, 28R
CADILLAC 680-68100 680-68100 690-69700 69800 Eldorado 680-68100 682-68300 69700 69800 69800 69800 668068100 682-68300	66-67 66-67 66-67 67 67-69 68 68 68 68	133 129.5 149.8 156 120 133 129.5 149.8 156 133 129.5	4861 ³ 4656 ¹⁵ 5850 ¹⁶ — 4694 ¹⁹ , ²⁰ 4805 4680 5385 — 4728 ⁵ 4780 ²¹	227.5 224.4 249.5 221.2 228.2 224.7 245.2 250.2 228.2 225.0	79.9 79.9 79.9 - 79.9 80.0 80.0 - 79.9 79.9	56.7 54.413 57.4 53.3 56.7 54.313 58.1 56.7 54.422	34.5 34.5 34.5 44.1 35.2 35.2 35.2 37.5 37.5	60.1 60.1 60.1 56.920 60 60 60 60 58 58	62.5 62.5 62.5 63.5 62.5 62.5 62.5 62.5 62.5 62.5 63.5	62.5 62.5 62.5 63 62.5 62.5 62.5 65.0 65.0 65.6	5.8 5.5 6.6 ¹⁷ 6.3 5.4 ¹⁹ 5.9 6.6 — 5.4 5.8 ⁷	9.00-15 9.00-15 9.00-15	28FR ¹⁴ 28FR ¹⁸ 24F, 40R 24F, 22R 26FR 25FR 28FR 24F, 40R ² 24FR ²

All dimensions in inches.

[†] Standard sedan model—4 door where available.

^{*} Includes bumper guards.

A LODE	METE	Wheel-	Approx.	Overall	Max.	Height†	OVER	HANG	TRA	CK	Groundt	TIRES (Std. Egpt.)
MAKE & MODEL	YEAR	base	Curb Weight†	Length*	Width	(unladen)	Front	Rear	Front	Rear	Clearance	Size	Pressures (cold)
	69-70	5, 24FR.	15 '67, 473		79.9 79.9 1. 4 '70, 2 , 5638. 17	58.1 55.5 28F, 36R. 7'67, 5.7.	37.5 37.5 44.1 5 '70, 4933 18 '67, 28F	58 58 56.9 . 6'70,	63 63 63.5 63. 7 '7 9 '68, 4580;	63 65 63 0, 5.4. clearance	6.4 6.4 5.4 8 '70, 5660. 5.5 in.	L78-15	28FR ⁴ 24F, 40R ⁴ 24F, 20R max. of 55.6. height 53.8.
CHECKER Taxi, Superba, Marathon, S/wagon	66-70 4 '66-'67 6-cy '70, all 203.				76 3550, V8 36 '69, 8.15–15						6.5 on 6-cyl. 347	7.10-15 ⁷ 0. 8-cyl. 35	
CHEVROLET Corvair 10100, 10500, 10700	66-69 1 '66-67, 2600	108 ; '69, 2585.	25551 5 '67, 6	183.3 .4; '68, 6.5	69.7 ; '69, 6.5.	51.2 6 '69, 56.6	33 5. 7'69, 7	42.3 7.00–13, 15	55 F, 28R.	57.26	5.45	6.50-137	15F, 27R
Chevy II 100, Nova, Nova SS. Chevy II S/Wagon. Chevy II 11000 Series. Chevy Nova ¹⁵ .	66–67 68	3.9, coupe 5	2.5. 12		69.98 71.3 70.5 72.4 8 '66-'67, d on left doo		27 27 29.8 29.8 Coupe 56.8, 13 '70, 4-doo		56.8 56.3 59.0 59.0 Coupe, E 66, coupe,		6 6.3 5.89 5.0 11 Sedan; 2- 14 '70, sedan	7.35-141 7.35-141 door Sport	24F, 40R 24F, 28R
	66 67 67 68 68 69 70 70 70 1 Super Sport, all 396 V8, 7 9 W / L-6 & 3 10 Pick-up 7 8 .25–14; w/ Concours an	7.75–14. 7.7 V8 engine 7.35–14; w/396 7.350 V8 2 sea 7.350 Concour I 7.350 Concour I 7.350 Concour I	7 327 Sports, Sedan & V8 G70-1 at w/std. of Estate Wags 112, 3405	Sedan, Co Coupes w/ 4. 11 Lar dual Actions w/dual 197. 1. 52	75 75 75 76.0 76.0 75.7 75.7 75.4 4-door Spor nv., all H.P. 350 V8; Spo on tailgate ex action tailg.	, 7.75–14. orts Sedans, of other L-6 secept Concordate and all 3 dan pick-up	s/wagons 8.2 urs and Cond seat models 3350, 54.	ort Sedan El Camino 25–14; 307 cours Estat 8 8 25–14– 15 '70, w/	& convertible w/350 V8 V8, all 2-3 te w/dual a 8 P.R. L-6 engine	ole 112, 19 7.75-14. seat w/di ction tailg 2 See place; V8 excep	4.8 5.9 3 & 327 V8s, 6.8, 52.8. ual action gate 8.25–14 ard on left of	7.35-147 F70 7.75-14 7.35-14 7.35-14 7.75-149,10 E78-1415 G78-1417 7.35-14; or 8.25-14 or 8.25-14, S	22F, 26R 26FR 26FR 22F, 30R 26F, 28R 22F, 32R 12 12 12 12 12 12 12 12 12 12 12 12 12
Monte Carlo Sports Coupe & Convertible Biscayne, Bel Air, Impala, Caprice, Impala SS Chevrolet S/Wagons Chevrolet S/Wagons Biscayne, Bel Air, Impala Chevrolet S/Wagons Biscayne, Belair, Impala, Caprice Chevrolet S/Wagon Biscayne, Belaire, Impala, Caprice	66 67 68 68 69	116	35632	205.8	75.6	52.92	J, sedans; sp 41.5 53.9, tires (34.9 34.9 36.4 36.4 37.3 37.3	48.3	60.3 62.5 63.5 63.5 62.5 63.5 62.5 63.5 63.5	62.4 63.4 63.4 62.4 63.4 62.4 63.4 63.4 63.3	5.0 5.7 7.4 7.2 ⁸ 5.9 6.5 5.5 6.5	G70-15 ² 7.75-14 ¹ 8.55-14 8.55-14 8.25-14	8 24FR ¹⁶ 22F, 26R 22F, 32R ⁴ 24F, 28R 22F, 32R ¹⁹ 22

Kingswood, Townsman, Brookwood	Super Sport w/disc bral W/disc brakes, 34R. Townsman 2 seat wagor	ces, G70–15; other disc-br	16 '67, 24F, 28R, ake models, 8, 15–15; be, Sport Sedan 54, 5; crisman 3-seat wagon 8	'66, L-6 2-door sedans, Convertible 55.1; 2 & 3.85–14; All V8 Towns	63.5 63.4 6.4 18 '67, 8.25–14; 427 Biscayne 4-door sedan, 7.35-4 door sedans, 55.5. 21 Al man 3 seat wagon, all Kingsw L-6 & 350 V8 w/2 bbl. carb.	l engines Brookwood & rood & Estate Wagons
CamaroCamaroCamaro	s/wagon; 350 V8 w/4 bb . 67-68 108.1 . 69 108 . 70 108 1 Super Sport, D70-14. SS models F70-14: Spec	2908 184.7 2950 184.6 3050 188	72.6 51.6 ³ 72.3 50.8 74.4 50.1 68, 50.8, 5.1. 4 Su LV-8, E70-15. 6 Si	-15. 36.6 40 37.1 40.9 37.1 40.9 per Sport, E70-15. ee placard on left door	59 58.8 5.98 59.6 59.5 5.5 59.6 59.6 5.1 5 All except SS & Special Per of vehicle. 7 All with 4 wl	7.35-14 ^{1,4} 24FR ² E78-14 ⁵ 6 E78-14 ⁷ 6
Corvette	. 66 98 . 67 98 . 68 98	3145 175.1 3145 175.1 3145 182.5 32201 182.5	69.2 49.8 69.2 49.4 68.9 48 69.21 47.8	31.9 45.2 31.9 45.2 40.2 43.9 40.6 43.9	56.8 57.6 5 57.6 58.3 4.8 56.8 57.6 4.9 58.3 ² 59 ² 4.9	7.75-15 24FR 7.75-15 24FR F70-15 24FR F70-15 24FR
CHRYSLER BCI Windsor, BC2-300 BC 3 New Yorker CCI Newport, Newport Custom CC2-300 CC3 New Yorker EC 1-E Newport, EC 1-L Newport Custom EC 2-M 30D, EC 3-H New Yorker Newport CE, CL-300 CM; New Yorker CH	66 124 67-68 124 67-68 124 67-68 124 69 124 69 124 70 124 ¹⁹ '68, 4075. 2 '68, 4120	17 New Yorker 4390.		35, 915 59, 1 35, 9 59, 1 36, 210 59, 1 38, 610 60, 810 38, 610 60, 810 41 60, 2 41 59, 7 9, 10 '68 Front 36. 55, CM 4410, CH 4420		8. 25–14 24FR 8. 25–14 24FR 8. 25–14 26FR 8. 55–14 26FR 8. 55–14 26FR 8. 55–15 26FR 8. 55–15 26FR ²² 9. 15 BC 2, 38. 8.
CITROEN ID 197, DS 19A, DS 21, DS 20	21 '70, s/wagon 63.4. 66-69 123 Adjustable up to 11.5 in 7 '66-'69: '70, D special.	22 '70, CH only J78-15, 24 2855 ⁵ 190.5 . (hydropneumatic suspen	70.5 586	40 26 e; no exact Canadian e	59.1 51.2 6.51 equivalent. 5 ID 19, 2667.	180x380 ² 27F, 24R ⁶ In running position
DATSUN Datsun 1000. Datsun 1200 Datsun 1200 Coupe. Datsun 1300. Datsun 1300 Wagon. Datsun 1600, 1300¹ Datsun 1600, 2000 Sports. Datsun 2402 Sports.	. 68-70 89.8 . 70 90.6 . 70 90.6 . 66-67 93.7 . 66-67 95.3 . 68-70 95.3 . 68-70 89.8	1422 150,4 1466 152,6 '532 52,2 1951 157,3 2116 '57,3 2006 ² 162,2 2127 163,2 2084 ³ 155,7 2300 162,8 0,1995, **3 1600 SP; 20	56.9 53.0 58.9 54.7 59.7 53.2 58.7 56.3 58.7 56.3 61.4 55.1 61.4 56.5 58.9 52.2 64.1 50.5 00 SP. 2117.	24.6 35.2 24.6 37.4 24.6 37.0 23.8 37.3 23.8 37.3 27.2 39.7 27.2 40.7 24.4 34.8 34.0 38.1	46.9 46.6 6.3 48.8 49.0 6.7 48.8 49.0 6.7 47.5 47.2 6.9 50.4 50.4 7.4 50.2 49.6 7.4 50.2 49.6 7.4 50.2 49.6 3.3	5.50-12 17FR 6.00-12 17FR 6.00-12 17FR 5.60-13 22FR 5.60-13 22FR 5.60-13 23F, 26R 5.60-13 23F, 26R 5.60-14 22FR 175SR-14 28FR
BDD, BD2. BWI, BW2 Coronet BWS Charger. CDI, CD2, CD3 Polara, Monaco CLI, CL2, ELI, EL2, LL, LM, LH, Dart. CW2 Charger. DW1, DW2, Coronet, Charger ⁴ , LL, LM, LH ⁴ . EDI, ED2, DL, DM, DH, DP, Polara, Monaco EW1, EW2 Coronet, Taxi, 440	66 121 66 117 66 117 67-68 122 67-70 111 67 117 67 17 68-70 . , , , , , , , , , , , , , , , , , ,	3700°22 213.3 3230°26 203 3755 203.6 3700 219.6 3000 195.4 3300 203 3765 208.6 3400 206.6 3400 206.6 3945 220.8 ¹ 3330 208.6	80 56.3 75.3 53.2 75.3 53.1 80 56.3 69.7 53.4 75.3 54 75.3 53.8 76.6 54 79.2 55.8 76.7 55	35.4 56.9 32.3 53.7 32.3 54.3 36.1 61.5 ⁵⁸ 32.9 51.5 32.3 53.7 32.3 53.7 32.3 53.7 33.6 ⁵ 53.7 ⁵ 36.6 ² 62.7 ² 35.6 54.5	62 60.7 5.4 59.5 58.5 4.5 59.5 58.5 4.8 62 60.7 6.2 ^{s1} 57.4 55.6 5.2 ^{s2} 59.5 58.5 6.5 59.5 58.5 6.5 59.5 58.5 5.5 62.1 60.7 ^s 59.5 58.5 5.5	7.75-14 ¹⁹ 24FR 6.95-14 ²⁷ 24FR 7.35-14 24FR 8.25-14 28F, 30R 6.50-13 ²⁸ 30FR ³⁰ 6.95-14 ²⁷ 28F, 30R 7.35-14 28F, 30R 7.35-14 30FR 8.25-15 30FR 8.25-15 30FR 7.35-14 ⁴³ 32FR ³³

^{*} Includes bumper guards.

MAKE & MODEL	VEAD	W// 1	Approx.	Overall	Max.	Height [†]	OVER	HANG	TRA	ACK	Ground+	TIRES	(Std. Eqp
WAKE & WODEL	YEAR	Wheel- base	Curb Weight†	Length*	Width	(unladen)	Front	Rear	Front	Rear	Clearance	Size	Pressur (cold)
brysler continued										Late Service			
(1, EX2 Chargerallenger, TH, TS	69 70	117 110	3385 3170	207.9	76.7 76.1	53.5 50.8	38.8	54.5	59.5	59.2		7.75-14	
ronet,8 Charger8	70	117	335010	209.2	76.7	55.0	38.5 37.4	42.8 54.8	59.7 59.5	60.7 58.7	5.3 5.5	E78-147 F78-149	26F, 30 28FR ⁹
	1 '70, 219.9. 5 '70, F 35.3	2 '70, 39. R 49 9	7 F. 58.2 F	R. 3'70, 6 14, 30FR; 34	63.4. 4'	68 Coronet,	Charger; '6	8-'70 Dart,	'70 Swinge	r LL, Swin	ger 340, LM 0-15, 28F 32	. Custom	LH.
	8 '70. Deluxe	WL. Super I	Bee WM. 4	40 WH. 300	WP. R/T	WS: Charger	, 500XP, R	TXS. 9	'70, 225 Er	ig.; 318-38	3 G78-14, 26	FR; 426-	440
	F70-14, 301 27 V8, 7, 35-1	FR; S/Wagor	G78–14, 2 3, 61, 2,	2F, 32R. 29 V8 700-	10 '70, Cor	onet; Charge	er 3625.	19 BD2, 8.2	25–14. 2 70 D78–14	BD2, 38	60. 26 BW H w/340 eng	72. 3405. E70. 14	28ED
		le, 26FR.; '69		³¹ '68. 5. 7.	32 '68,	5.5. 33 E	W2 7.75-14	26FR; '70,	all, H78-1	5, 26FR.	n w/ 540 eng	. E70-14	201 K.
)	66	78.74	1334	131.5	54.3	55.3	22.0	30.7	45.3	45.7	5.7	5.20-12	14.2F.2
00 Convertible	66	92 92.1	2127 1975	160.82 154.0	59.84 57.5	50.78 57.8	31 25.2	38 37.0	48.5	48.4	4.8	145-14	24F, 26
Sedan	66-70	79.8	1477	140.75	56.1	54.53	20	32.0	48.6 45.1	47.9 47.7	5.1	5.20-14 5.50-12	
Coupe Convertible, Racer ²	66-70 66-70	79.8 79.8	1609 1620	142.05 148.90	59.05 58.98	51.18 48.03	27.6 35.9	34.64 33.15	45.6 45.6	47.7 47.7	5.3	5.20-13 5.20-13	15.6F,2
0 Sedan	66-68	95.27	2116	158.66	60.83	55.90	24.21	39.17	51	50	4.8	5.60-13	21.3F,2
Sedan Station Wagon	67-70	95.5 95.5	1885 2006	159 159	64	56 56	23.25	40.25 40.25	52.25 52.25	51 51	4.72 4.72	6.15-13 5.60-13	20F, 2 20F, 3
Coupe Convertible Spyder	68-70	95.27	2116	162	68.72	52.76	28.54	39.92	55.39	54.15	4.72	165-131	22.751
	68-70 Metric sizes	89.76 s, no direct C	dn. equival	156.34 ent. 2'70	63.50 only.	49.21	29.80	36.77	52.99	51.81	4.92	165–131	22.751
con Sedans, Hardtops		110.9	267711	184.3	73.5	55.0	20.2	42.0	5010	500		FO 107 10	0.000
con S/Wagons	66-68	113.0	315514,17	198.7	74.7	55.815,17	29.3 29.3	42.8 51.2	5812 588,9	589 589,17	5.6 6. 5.6	50-13 ⁷ ,1 ³ 7.75-14	
con S/Wagoncon S/Wagons	69 70	113.0 113.0	2865 3296	188.8	73.2 73.2	54.9 56.1	29.3	51.2	58.1 58.8	58.5 58.5	5.6	7.75-14	
	7 '66 8 cvl. &	sport coupe,	all '67 exce	ept sport cou	pe, 6.95-1	4: '67 sport	coupe, 7.35	-14. 8 '67,	58.4. 9 '6	7-'68, 58.	1; '70, 58.5.	7.75-14	9, 24F,
	1 00, 2001.	12 '68-'70, Feb.; after us	58.8.	08, 6, 95-	14. 14 '6	8, 3172.	15 '68, 56.2.	16 '68,	22F, 32R.	17 '69, 2	2831, 54.9, 5	8.5.	
rlane Sedans, Hardtop, Conv	66-68	116.0	293312	197.0	74.08	55.0	31.2	51.6	589, 13	5813	5.4	6.95-147	24FR
rlane S/Wagonsrlane except S/Wagon	66-68	113.0	3323 3217	199.9 201.1	74.7 74.8	56.2 54.7	31.2 31.2	56.3 51.6	5810, 13 58.8	5811, 13 58.5	5.4	7.75-14	24F. 2
lane S/Wagon	69	113	3593	203.9	74.8	54.7	31.2	56.3	58.8	58.5	5.4 5.4	6.95-14 7.75-14	24FR 22F. 3
rlane	70 70	117.0 114.0	3311 3650	201.9 209.0	74.8 75.4	54.7 55.9			60.6	60.3		6.95-14	24FR
	7 '66 390 V8	& all '67 exce	pt GT & 3	90 V8 conve	rtible, 7.35	-14: '67 390	V8 convert	ible, 7.75-1	4; '67 GT.	F70-14.		7.75-14	241, 5
ino Sedan	8 '67, 74.7. 68	⁹ '67, 58.5	. 10 '67.	58.4. ¹¹ 201.1	'67-'68, 58 74.7	55.0	3, 3070.	¹³ '68, 58.81 51.6	58.8	58.1	2F, 32R.	7 25 141	24FD2
ino S/Wagon	68	113 0	3397	199.9	74.7	56.2	31.2	56.3	58.8	58.1	5.4 5.4	7.35-14 ¹ 7.75-14	
		5-14; GT F7		427 V8, 24F									
verickstang	70 66	103.0	2487 2556 ²	179.3 181.6	70.6 68.2	52.3 51.1	33.6	40	55.5 55.41	55.5	5.2	6.00-13	
stang	67-70	108	29206	183.6	70.9	51.6		X <u>—</u>	587	587	5.2	6.50-13 6.95-14 ⁵	
	W/V8 eng., 8 '68-'70, 427	56.0 in. V8 GT, 24F	4 High perf	ormance, 28	FR. 53	90 V8 & all	GT, F70-14	6 '68,	2985; '69, 2	2832. 7	'68–'70, 58.	5.	
d Sedans, Hardtops, Convertibles	66	119	3636	210.0	78.7	55.6	34.4	56.6	62	62	5.5	7.35-158	26FR
d S/Wagonsd Sedan, Hardtop, Convertible	66	119	4126	210.9	79.0	56.9	34.4	56.6	62	62	5.5	8.15-15	20F, 2
a sedan, Flardtop, Convertible	07-00	119	36455	213	79	55.7	To Table		62	62	5.5	7.75-154	26FR



MAKE & MODEL	YEAR	Wheel-	Approx.	Overall	Max.	Height†	OVERI	HANG	TRA	CK	Ground+	TIRES	(Std. Eqpt.)
MAKE & MODEL	TEAR	base	Curb Weight†	Length*	Width	(unladen)	Front	Rear	Front	Rear	Clearance	Si	Pressures (cold)
Ford continued													
Ford S/Wagon	67–68 69	119 121	4097 3821 ⁷	213.9 213.98	79 79.8	56.9 53.7	_		62 63	62 64	5.5 5.5	8.45-15	24F, 28R6
Ford	70	121	3700	213.9	79.8	54.9			63	64	-		24F. 26R
Ford S/Wagon	70	121	4253	219.0	79.9	56.8			63	64	- O C (IV)		24F, 32R
	S/Wagon, 8	ine, 7.75-15. 3.45-15, 22F,	32R.	127, 428 V8, 8	1.15-15.	5 '68, 3663	0 68, 2	22F, 32R.	'S/Wag	gon, 4138.	8 S/Wag	gon, XL &	LTD, 216.9.
FORD (British)													
Anglia Std., Anglia Super	66-67	90.5	1774	154.25	57.5	57.25	_	_	46	45.75	6.75	5.20-13	
Consul Cortina 1300	67-68	98 98	1750 1960	168.25 168	62.5 64.9	56.25 56.5			49.5 52.5	49.5	6.5	5.20-13 5.20-13	
Cortina 1600 & GT	68	98	20271	168	64.9	54.7	_	_	52.5	51	6.5	5.60-13	24FR ³
Cortina 1300 Sed., 1600 Sed. & GT	69–70 69	98 98	1929 ⁴ 2075 ⁷	168 169.2	63.8 63.8	54.7 54.7	-		52.5 52.5	51.5 51.5	5.1	5.60-135	
$oldsymbol{1}$	GT, 2088.	² GT, 165-1		24F. 28R.		ed., 1969, GT	. 2032. 5						ind sunvisor
HILLMAN Husky Series III	66	0/	21.429	146.50									
Husky Series III Super Minx Mk IV	66-67	86	21428 2351	149.58 166.25	60.5	59.5 58.25	26.75	38.50	49 51.5	48.5 51.75	6.5 5.5	5.60-15 6.00-13	
	Husky III.	2061, 152.	2331	100.25	05.15	30.23	20.13	30.30	51.5	31.73	5.5	0.00-15	23110
HONDA	"	70.0		100									
Honda S600	66-67	78.8	1575	130	55.2	47.3	21.83	29.37	45.3	44.4	6.3	5.20-13	20FR
HUMBER													
Super Snipe V, Imperial	66-67	110	3571	188.00	70.5	61	35.5	42.5	56.875	55.5	7	6.70-15	24FR
IMPERIAL													
BY3.	66	129	5170	227.8	80	55.8	40.1	58.7	61.8	61.7	4.3	9.15-15	
CYI, DYI EYI.	67–68	127 127	5030 4925	224.7 229.7	79.6 79.1	56.2 56.3	35.1 41.7	62.6	62.4 62.4	61.1	6.5	9.15-15 9.15-15	24FR 24FR
YL, YM	70	129	4965	229.7	79.1	55.4	41.7	61.0	62.4	62.0	5.6	L78-15	24FR 24FR
ISUZU													
Bellett	66-69	92.6	20501	158	58.9	54.8	_	_	48.1	47.1	8.1	5.60-13	20FR
	'69, 2000.			THE PLAN	30.7				10.1			3.00 13	2011
JAGUAR	"	107 075	2000										1.0
3.4, 3.8 litre Mk II	66–67 66–70	107.375	3080 2576 ⁷	180.75 175.3	66.75 65.25	57.5 48.1258	32.7 36.25	40.7 43.125	55 ⁵ 50	53.375 ⁵	7 5 5		28F, 24R ⁹ 11 23F, 25R ¹¹
Mk. X, 4.2 Sedan, 420G	66-67	120	4074	202	76	54.5	31.4	51	58	58	6.5		0 25F, 30R10
3.8 litre S-type	66-68	107.4	3440	187.8	66.75	54.5	32	48.5	55.25	54.252	7		28F, 25R6
340	67–70 68	105 108	2744 3080	184.4 180.75	65.25 66.75	50.13 57.5	36.25 32.7	43.13	50 55	50 53.37	5.5	6.40-15	1 23F, 25R11 28FR
XJ6	69-70	108.8	3444	189.5	69.6	52.8	28.5	48.2	58	58.6	6	E70 VR	1525F, 26R
	Wire wheels Convertible		Or 6.70-1	6. 5 Disc v	wheels; win	RS5, SP41)	205 - 14 39	6 6.4 FD (SDA	40 optional;	'67, (SP4	1) 185–15, 3	6FR.	Conv. 2520
KAISER-JEEP	Convertible	, 10.5.	07, 0. 70-1.	o, oorte,	00-07. (1105, 5141)	200 X 14, 30) I.K. (3P4	11) 10	5-15,32FF			
CJ-5 & CJ-5A Universal Jeep 4WD	66-70	81	2274	135.5	71.75	67	22.5	32	48.5	48.5	8	6.00-16	1 26F, 28R
CJ-6 & CJ-6A Universal Jeep 4WD	66-70	101	2336	155.5	71.75	67	22.5	32	48.5	48.5	8	6 00-16	1 26F, 28R
Wagoneer & Panel Del. 2 WD & 4 WD	66-70 66-70	120 ¹ 110	33501 3700	193.36 ¹ 183.6	78.9 75.6	70 64 ⁹	28.5 ¹⁰ 28.7	45 ¹⁰	63.5	63.75	8.75 7.79	7.60-15 6.70-15	
DJ-5 & DJ-6 Dispatcher	66-69	813	19353	136.183	71.75	69.80	22.25	32	48.44	48.44	7.5	6.85-15	

C101 Jeepster	67-70 101 1 J300, 126 n.; curb weig 9 4 WD, 64.2; clearance	2784 168.4 ht, 3700 lb.; length, 205	65.2 65 .36 in. 2 J200; J30 tires. 8 15-15. 10 I	23 00, 7.00-16. DJ-6 300 models, 38.5(F),	50 50 5, 101, 2067, 156.18. 51(R). ¹¹ CJ-5A & 6	7.5 7.35–14 24FR
LAND ROVER 88 S/Wagon (incl. Diesel)	. 66–70 88	3228 ¹ 142.375 3745 175	64 77.5 64 81	24 36 24 48	51.5 51.5 51.5 51.5	8 6.00–16 25FR 9.75 7.50–16 22FR
LINCOLN-CONTINENTAL Sedan, Convertible. Sedan, Convertible. Continental Mk. III. Lincoln-Continental	. 67-69 126	5275 ⁷ 216.3 ⁷ 5256 220.9 4738 216.1 5277 228.8 tible, 54.7 in.; '66, 55.0	78.6 ⁷ 54.2 ⁸ 79.7 55 79.4 52.9 81.2 55	37.4 52.9 44.2 54.7 66, 5285 (Conv., 5680)	62.1 61 62.1 ¹ 61 62.0 62.0 64.3 64.3	5.5 9.15-15 24FR 5.5 9.15-15 24FR 5.3 8.55-15 25F, 24R - 9.15-15 24FR
MAZDA 15004 Sedan, Estate, 1800 Sedan. 1200 Sedan. 1200 Estate. R100 Coupe	69-70 98.5 69-70 89.0 69-70 89.0	2301 ¹ 172.0 1609 169.5 1587 145.5 1819 150.7	64.25 56.3 ² 49.3 54.75 49.3 55.35 49.3 53.0	29.15 42.0 22.22 36.41 22.22 32.7 23.42 36.6	52.4 52.0 47.3 46.9 47.3 46.9 47.3 46.9 te clearance, 7.675., pre-	7. 09 ³ 6. 45–14–4 20FR ³ 6. 30 6. 15–13–4 17F, 20R 6. 50 6. 15–13–4 17F, 20R 6. 30 1455R 14 26FR ssure 26F 28R, 4 '69 only.
MERCEDES-BENZ 200, 200D. 220SE Coupe, Conv 230. 230S. 230SL. 250S, 250SE.	66-67 106.3 66-68 108.3 66-68 106.3 66-68 108.3 66-68 94.5 66-68 108.3	2811 ⁵ 186.2 3300 192.1 2877 186.2 2676 191.9 2855 168.7 3200 192.9	70.7 58.9 72.6 55.9 70.7 58.9 70.7 59.1 69.3 52.6 71.3 56.7	28.7 51.2 32.1 51.8 28.7 51.2 32.5 51.2 30.9 43.3 32.9 51.8	58.4 58.5 58.4 58.5 58.4 58.5 58.4 58.5 58.5 58.5	- 700-13 22F, 27R - 7.50-13 23F, 26R 7.50-13 23F, 26R - 7.25-13 23F, 26R 7 185-14 23F, 30R - 7.35-14 23F, 27R
250SE Coupe, Conv 300SE 300SE Coupe, Conv 300SEL 600 280S 280SL	. 66-67 108.3 . 66-67 108.3 . 66-69 112.2 . 66-69 126 ³ . 68 108.3 . 68 94.5	3300 192.1 3439 192.9 3700 192.9 3615 ¹⁴ 196.9 5445 ⁸ 218.1 3220 193.0 3050 192.2	72.6 55.9 71.3 56.7 72.6 54.9 71.3 55.7 76.8 58.5 71.3 56.7 70.0 52.0	32.1 51.8 32.9 51.8 32.1 51.8 32.9 51.8 35.2 56.9	58.4 58.5 58.4 58.7 58.4 58.7 62.5 62.2 58.4 58.5 58.4 58.5	7.35-14 23F, 27R 7.35-14 24F, 27R 7.50-13 23F, 30R 11 195-1412 24F, 27R13 900-15 29F, 33R10 5.7 7.35-14 22F, 26R 4.9 185-14 26F, 32R
220/8, D/8, 230/8, 250/8. 280/S8, SE8. 280SL/8. 280SE Coupe, Conv. 600. 280SE C/C. 300SEL/8, 6, 3 Ltr.	. 69-70 108.27 . 69-70 94.49 . 69 108.27 . 69-70 125.98 . 70 108.3	2890 ⁷ 184.5 3220 ⁸ 192.9 3000 168.7 3330 ⁹ 192.13 5445 218.1 3330 193.1 3594 ²⁴ 196.9	69.7 56.7 ¹⁷ 71.6 56.7 69.3 51.97 72.64 55.919 76. 58.46 72.6 55.3 71.3 55.5	30.7 45.5 32.87 51.77 30.9 43.3 32.09 51.77 35.24 56.89 32.7 52.2 32.924 51.8	56.8 56.7 58.35 58.46 58.4 58.5 58.35 58.46 62.48 62.24 58.3 58.5 58.324 58.5	7.516 6.95-17518 24F, 28R19 6.8 15 24F, 28R29 4.921 15.22 26F, 32R22 6.8 15 24F, 26R 5.98 15.20 30F, 33R26 6.6 23 24F, 27R 6.6 24 24F, 27R25
300SEL/0, 0.3 Ltr.	³ Pullman, WB 153, 3; 58 250 3000, 250c 3045, 7, 35/185H-14; 24F, 26 '69, 280SL8, 185HR-14 ¹⁹ '70, 250C, 26F, 28R, ²⁴ '70, SEL8, 6, 3 Ltr. C.	320 lb.; length 245.7; he '69-'70, 280SE/8, 32 R. 13 '69, 195VR-14 l; '69, 600, 9.00H-15, 20 '70, 27R, 21 '70	ight 59. 1. 5 200D, 70. 9 '69, Converti , 40F, 42R. 14 '69, 16 '70, 6.8. 17 '70 , 6.3. 22 '70, 185HI	, 2921. 7 '69, D8, 2 ble c/wt, 3495, Ht. 56 SEL8, 3570, SEL6. 3, 1, 250C, 54. 9. 18 '70	50/8, 3000; 230/8, 2945; .5. 10 '69, 30F, 33R, 3890, 15 '69-'70, 280; D/8, 6. 95/175-14, /8 '70, 7, 35/185H-14; 6. 3	; '70, 220D/8, 3020, 220/8, 2920, 11 '69, 6.8, 12 '69, SEL/8, /S8, SE8, SE, 7.35/185H-14;
MERCURY Comet	66 113.0	2964 203.0 3342 199.9 2970 203.5 3365 199.9 one GT, 7.75-14, 28FR.	73.8 55.0 73.8 55.8 73.8 56.2 6 390 V8, 7.75-14	31.1 51.2 31.1 51.2 — — —	58 58 58 58 58.5 58.2 58.4 58.1	5.9 6.95-14 ⁵ 24FR ⁵ 5.9 7.75-14 24F, 28R 5.9 7.35-14 ⁶ 26FR 5.9 7.75-14 24F, 28R
Cyclone, Montego	. 68–69 116.0 . 68–69 113.0	- 206.1 ² - 203.9 ³ - 209.9	76.0 55.2 ¹ 76.0 56.0 ¹ 77.3 53.2	tback, 203.9; '69, 206	58.8 58.13 58.8 59.88 60.6 60.3 2. **69, 58.5.	- 7,75-14 24F, 26R - 7,75-14 22F, 32R - F78-14 24F, 26R

		Wheel-	Approx.	Overall	Max.	Height	OVERI	HANG	TRA	CK	Groundt	TIRES (Std. Eqpt.)
MAKE & MODEL	YEAR	base	Curb Weight†	Length*	Width	(unladen)	Front	Rear	Front	Rear	Clearance	Size	Pressures (cold)
Sercury continued									18 TO 18				
ougar	67 68–69	111	3119 323010	190.3 190.310	71.2 71.310	51.8 51.710	-	_	58.1	58.1	5.3	7.35-14	26FR 25FR
ougarougar	70	111.1	3421	193.0.	74.2	51.710	_		58.5 58.5	58.5 58.5		E70-14 E70-14	25FR
leteor	66	123.0	3823	220.4	79.4	56.0	36.8	58.6	62	62	5.9	7.35-158	
leteor S/Wagon	66	119.0	4204	216.5	79.6	56.0	36.8	58.7	62	62	5.9		20F, 28R
leteor leteor S/Wagon	67	123 119	3729 4094	218.5 213.5	78.2 77.9	56.1 56.9		=	62 62	62 62	5.9	8.15-15	26FR 24F, 28R
leteor Sedan, S/Wagon	68	123.04	38645	220.16	77.9	56.17	_		62.0	62.0	5.9	7.75-158	
leteor Sedan, S/Wagon	69 70	12411	413611	224.311	79.2	53.811	62	62	63	64	5.9	7.75-158	
leteor	\$ 240, 289 Se	124 edans, H'top	3856 s: 240, 289	221.8 Conv. and S	79.8 5.33. 7.75-1	55.2 5.390 428	Rideau 2 dr.	7 75-15.	63	64	15-15	F78-15	24F, 26R
	S/W, 119.	5 S/W, 4 121, 4212, 2	151. 65	5/W, 215.4.	7 S/W,	56.9.	S/W, 8.45-1	5. 9 S/	W, 24F, 28	R. 10 '6	9, 3441, 193	.8, 74.2, 5	1.3.
lercury Sedans, Hardtop, Convertible	66	123	4090	220.4	79.4	56.0	36.8	58.6	62	62	5.9	8.15-154	
lercury S/Wagon	66 67	119 123	4489 4162	216.5 218.5	79.6 78.2	56.7 56.1	36.8	58.6	62 62	62 62	5.9	8.45-15 8.15-15	
ercury S/Wagon	67	119	4478	218.5	78.2	56.9			62	62	5.9	8.45-15	24F, 28R
ercury Sedan, S/Wagon	68	123.05	42726	220.1	77.9	56.0	_	-	62.0	62.0	5.8	7.75-15	
lercury Sedan, S/Wagon	69	124 ⁹ 121	41049	224.39 219.1	79.2 79.6	53.89 54.2	_	_	63	64 64	5.8	7.75-15 7.75-15	26FR 26FR
lercury	70	124	3856	219.1	79.6	54.2			63	64			24F, 26R
	Conv., 8.4	5–15. ⁵ S	/W, 119.	6 S/W, 45	48. 8 24]	F, 28R.	⁹ S/Wagon,	121, 4215,	224.8, 54.9).			
IG	66-70	80.0	14562	136.25	52.0	40.75			45 75	44.75		5 20 120	18F, 20R ³
lidget. III		100.2	2520	178.12	53.0 63.5	49.75 59.75			45.75 50.56	44.75 51.37	5.0 6.5		23F, 25R
IGB 1800	66-68	91	20301	153.19	59.94	49.38	_		49.0	49.25	5	5.60-14	17F, 20R
GI100	66	93.5	1852 21904	146.75	60.38	52.75		-	51.5	50.88	6		28F, 24R
IGB GT, II	67–70 1 *68, 1920.	² Midget		153.2 3 '70 145	59.94 5-13SP, 22F	49.75 ⁷	'70, MGB 1	920 7"	498 70, MGB 4	49.25 984 CT 4	5 8 '70	5.60-14 ⁹ 0.49.25.	9 '70 MGB
		GT 165-15.	10 '70,	21F, 24R.	1501, 221	2114	70, MGB 1	,20.	o, Mab	778, 41	/2.	, 17.23.	1011100
ORRIS	66	80	1331	120	55	52.5			47 75	AE 075	7 125	5.20-10	24FD
Iini Cooper, Super ¹	66	80	1350	120.25	55.5	53			47.75 47.75	45.875 45.875	7.125 6.375	5.20-10	
xford Series VI, Traveller		100.25	2400	174.5	63.5	58.875	_	_	50.62	51.37	6.5	5.90-14	23F, 25R
100	66	93.5 sions of 850.	1887	146.75	60.38	52.75	_	-	51.5	50.875	6.0	5.50-12	28F. 24R
ISU	- Special ver	sions of 050.											
port Prinz	66	78.7	12241	141.7	59.2	49.2	_		47.2	47.2	_	4.40-12	
rinz 4	66	80.25	1112	138	58.5	53.5	_	-	48	47.25	7	4.80-12	
rinz 1000	66	88.0	1411	149.5	58.6	53.5	_		50.0	49.0	_	5 50-12	_
LDSMOBILE	Shipping w	eignt.											
B	66	126	4368	222.9	80.0	55.8	34.4	62.5	62.5	63.0	5.9	8.55-14	24FR
-85 Coupe & Sedan	66	115	3146	204	75.4	54.5	35.6	53.4	58	59	5.5	6.95-14	24FR
-85 Std. S/Wagon	66	115	3391 3872	204.3	75.3	55.3	35.6	53.7	58	59	6.2	7.75-14	
-85 Vista Cruiseretstar 88.	66	120 123	38/2	209.5 217	75.3 80	58.3 55.5	35.6 34.4	53.7 59.6	58 61.8	59 63	6.2 5.6	8.25-14 7.75-14	24F, 28R 24FR
tarfire, Dynamic 88, Delta 88	66	123	4121	217	80	55.5	34.4	59.6	62.5	63	5.6	8.25-14	
oronado	66-67	119	4496	211	78.5	52.8	43.6	48.5	63.5	63	E	8.85-15	

F-85 Coupe & Sedan F-85 Std. S/Wagon F-85 Vista Cruiser F-85 442 88 98 F-85 Coupe F-85 Sedan 34800 Vista- Cruiser Station Wagons Standard 35400 Del Mont 88, 364-36600 Series 39400 Toronado F-85 Coupes, 442 F-85 Sedan 34800 Vista Cruiser F-85 Sylwagon 35400 Delta 88. 36400, 36600 Series 384-38600 Series 384-38600 Series 384-38600 Series 384-38600 Series 39400 Toronado F85, Cutlass, S, Supreme, 4-4-2 Cutlass S/Wagon Vista Cruiser Sylvagon Vista Cruiser Sylv	67 67 67 67 67 68 68 68 68 68 68 69 69 69 69 69 69 69 70 70 70 70 70 70 70 70 70 70 70 70 70	115 120 115 121 123 116 121 116 121 116 121 116 121 123 126 124 124 124 127 119 116 121 116 121 116 121 117 119 116 121 119 116 121 124 124 127 119 116 121 119 116 121 124 124 127 119 116 121 119 116 121 121 131 14 124 127 139 130 130 130 130 130 130 130 130 130 130	3291 3836 3867 4072 4222 3264 ¹⁴ 4112 41166 ¹⁶ 4149 4472 3437 ¹⁷ 3300 4098 3900 4209 4314 4436 44481 3401 ²¹ 3401 ²¹ 3401 ²² 4459 472 472 473 474 474 475 476 477 477 478 478 478 478 478 478	713. Cutlass	F-85 Coup	es, 4-4-2, 20	35.8 35.8 35.8 35.8 35.5 39.5 39.5 41.0 40.96 41.0 39.98 43.9 41.1 41.1 40.3 40.3 40.3 40.3 41.7 41.1 41.1 41.1 40.3 40.9 41.6 41.0 43.9 41.7 41.0 43.9 41.0 43.9 41.0 43.9 43.9 41.0 43.9 43.9 41.0 43.9 43.9 43.9 44.0 45.0 46.0 46.0 46.0 46.0 46.0 46.0 46.0 46	seat with	out dual act	59 59 59 63 63 63 63 63 63 63 63 63 63 63 63 63	, 25F, 32R	7.75-14 24FR 7.75-14 24F 30R 8.25-14 24F 30R 7.75-14 24FR 8.85-14 24FR 8.85-14 24FR 8.85-14 24FR 8.85-14 24FR 8.85-14 24FR 8.77.5-14 24FR 8.85-14 24FR 8.85-14 24FR 8.85-15 24F 22R 7.75-14 24FR 8.85-15 24F 22R 7.75-14 25FR 8.85-15 25FR 8.85-14 25FR 8.85-14 25FR 8.85-15 25FR 8.85-16 25FR 8.85
PEUGEOT 403 403-7 Sedans 403 S/Wagon 404 Sedan 404 S/Wagon 404 S/Wagon 404 S/Wagon 204 Sedan 204 Coupe 204 Coupe 204 Sedan 204 S/Wagon 304 Sedan 404 S/Wagon 304 Sedan 404 S/Wagon 504 Sedan 404 Sedan 404 Sedan 404 Sedan 404 S/Wagon 504 Sedan 404 Sedan 404 Sedan 404 Sedan 404 Sedan 404 S/Wagon 504 Sedan	66 66 67–69 67–69 67–69 70 70 70	114. 2 104. 3 113 104. 83 111. 81 102. 15 90. 74 102. 16 102. 16 102. 15 104. 33 111. 81 117. 87	2425 1807 1847 1940 2061 2017 2358 2535 2645	176 181 174 181 175, 19 183, 9 157 147, 04 157, 08 156, 28 162, 99 175, 19 180, 39 176, 77 4 Michel	65.75 66 64 64 63.78 63.97 61.42 61.42 61.42 61.90 63.78 63.97 66.54 in X; Mick	59.25 57 59 57.08 58.81 55 51.96 55.11 55.11 55.51 57.08 58.81 57.48 selin Standa	53,5 — 29 29,13 28,89 24,04 24,04 24,40 25,19 28,74 28,89 28,35 ard, 23F, 35F	42 — 40 41.73 39.68 30.51 31.88 30.51 29.92 35.62 41.73 39.68 40.55 8. 5 '70	52.75 52.75 53 53 52.95 52.95 51.96 51.96 51.96 51.96 52.95 52.95 52.95 56.05 , loaded 35	52 50.4 51 50.39 51.18 49.6 49.60 49.60 49.60 49.60 50.39 51.18	7 6 6 5.9 5.9 5.5 5.5 5.51 4.72 5.90 6.30	6.50-15 21F, 23R 6.50-15 19F, 26R 6.50-15 19F, 23R 6.00-15 21F, 31R 165-380 21F, 32R ⁴ 135-380 ³ 24F, 30R 135-380 ³ 24F, 30R 145-380 23F, 27R 145-14R 21F, 25R 145-14R 21F, 28R 145-14R 21F, 28R 165-15R 20F, 23R 165-15R 21F, 31R 175-14R 21F, 25R
BPI, BP2. BRI, CRI Belvedere II.6. BR2, CR2 Belvedere V8. Fury I, II, III. Belvedere. Fury EPI, EP2, PE, PL, PM, PH. Belvedere ER1, ER2.	66–67 66–67 67–68 68 69–70	116 116 119 ³ 116 120 ²⁵	3200 3380 3600 ²³ 3350 3800	209.8 200.5 200.5 213.1 202.7 214.51 202.7	78.7 75.5 75.5 77.7 76.4 79.6 76.4	55.1 53.7 54.4 55.1 53.7 55.8	36.4 31.4 31.4 34.4 33.6 35.2 ² 33.7	56.3 53.1 53.1 59.7 53.1 59.8 ² 53.1	62 59.5 59.5 62 58.5 62.1 59.5	60.7 58.5 58.5 60.7 58.5 ²⁴ 60.7 ⁴ 58.5 ²⁴	5.2 ¹⁹ 4.4 ²⁰ 6.1 ²¹ 6.2 ⁶ 4.9 6.2 ⁶ 4.9	7.35-14 ¹⁸ 24FR ¹⁸ 6.95-14 24FR ²² 7.35-14 28F, 30R 8.25-14 28F, 30R 6.95-14 30FR 7.75-15 ⁴ 30FR ⁵ 7.35-14 32FR

All dimensions in inches.

[†] Standard sedan model-4 door where available.

^{*} Includes bumper guards.

	1 9 9 7 9	l	Approx.	. "			OVER	HANG	TRA	CK	Groundt	TIRES	(Std. Eqpt.)
MAKE & MODEL	YEAR	Wheel- base	Curb Weight [†]	Overall Length*	Max. Width	Height† (unladen)	Front	Rear	Front	Rear	Clearance	Size	Pressures (cold)
	1 '70, 215.3.		3300 2F, 58.7R	204.0 3 S/W	76.4 agon, 121.	54 4 '70, 62.0					5.4 26FR; S/wa 14, 22F 32R		
		4; '70, all 5.25-14; 24F, 22		P2, 3650, 5	.5. ²⁰ '67	, 6.2. 21 °6	66, 4.4. ²²	'67, 28F, 3	OR. 23 '	68, 3800.	24 V8, 59	2. 25 S	/Wagon 122.
75-7600 Series	66	119	3510	215.8	79.7	55.4	38.1	58.6	62.5	62.4	5.7	7.75-141	
75-76000 S/Wagons	66	119 119	3940 3700	218.1 215.6	79.7 79.5	56.7 55.5	38.1 39.4	61 57.2	63.5	63.4 62.4	7.4 5.8	8.25-141	22F, 26R 24F, 28R
753-76600 Series S/Wagons	67	119	4010 378919	218.4	79.5 79.8	57.5 55.8	39.4 38.9	60 58.6	63.5 63.5	63.4	7.2		22F, 32R ² 24F, 28R ¹⁹
75000 Series	69	119 119	38052	216.5 217.5 ²¹	79.6	54.322	41.4	5723	63.524	63,425	5.926	8.25-142	7 28
75000-76000		119	3813 4413	212.9 220.9	79.8 1 79.8	55.5 56.2	41.4	57.5 60.5	63.4 ²⁹ 63.5	63.3 ²⁹	5.9 6.5	F78-15 ³⁰ H78-15E	
7300-7000 S/ Wagoiis	1 Disc brake	s, 8.15-15.	² Disc br	akes, 8.45-	15: 22F. 34F		V8 except 2	-door Sedan	n, and all n	nodels w/4	27 V8, 8.25-	-14.	Vagon 60.1.
	28S/Wagon	4116; 8.55- 60.1. 24 S	edan 62 5	25 Seda	n 62.4.	26 S/Wagon 6	5.5. 27 C	onvertible 8	8.55-14. 2	on 220.5. seat wagor	n 8.55-14. or		
	3 seat wage	on & all V8 e	ngines Safa	ri Deluxe, 3	seat wagon	all Safari Es	tate & Safar	Custom v	wagons, 8.8	5-14 or 8.	55–8P.R. hief & Laure	entian or C	78-15:
	all350 V8	(4 bbl.) .G78	-15-B; 400	+ 454 V8-	H78-15B.	11 05.5, IXCa							
25200, 25400, 26600 Series		121 12411	3988 4183	214.86 221.811	79.7 79.7	55.2 55.2	36.8 36.8	52.216 56.616	63	64	6		24F, 22R ¹⁷ 24F, 22R ¹⁷
Executive, Bonneville	67	124	4225	222.6	79.5	55.6	38.4	60.2	63	64	6.3	8.55-14	24F, 32R
Catalina, Grand Prix	67 67	121	4100 4459	215.6 218.4	79.5 79.410	55.3 56	38.4 38.4	56.2 59	63	64	6.3	8.55-14 8.55-14	24F, 32R 24F, 32R
Catalina 25200 Series	68	121	3912	216.5	79.8 79.8	54.8 53.0	38.6 38.5	56.4 56.4	63	64 64	5.8 5.6	8.25-14 8.55-14	24F. 28R 24F. 28R
Grand Prix 26000 Series	68	121 124	4106 4027	216.3 223.5	79.8	54.8	38.6	60.5	63	64	5.8	8.55-14	24F, 28R
Bonneville, Brougham	68 68	124 121	4208 4396	223.5 217.8	79.8 79.8	53.8 55.9	38.6 38.6	60.5 59.2	63	64	5.8	8.55-14 8.85-14	24F. 28R 24F. 32R
Firebird	67	108	3089	188.4	72.6	51.6	40.3	40.4	59 59	60	5.9	E70-14	26F, 30R 24F, 28R
Firebird. Catalina 25200 Series.		108 122	3089 4144	188.8 217.5	72.6 79.8	50.5 54.3 ¹⁹	40.4 39.4	40.3 56.1	64	64	5.3	8.55-15	24F, 28R
Bonneville 26200 Series, Executive 25600 Series. Station Wagon.	69	125 122	4244 4638 ²⁵	223.5 220.5	79.8 79.8	54.3 ¹⁹ 56.0	39.4 39.426	59.1 ²⁰ 59.1 ²⁶	64 64	64	5.5 5.5 ²⁷		¹ 24F, 28R 24F, 32R
Grand Prix 27600 Series	69-70	118	388528	210.2	75.7	52.3	41.0	51.2	62	60	4.3	G78-14	24F, 28R
Firebird. Catalina.		108.1 122	3218 4167	191.1 217.9	73.9 79.8	49.6 54.8	40.7	42.3 55.8	60 64	50 64	3.9 5.0	G78-15	
Executive	70	125 125	4266 4358	223.9 224.6	79.8 79.8	55.0 55.0	40.1	58.8 59.5	64 64	64 64	5.0 5.0	H78-15 H78-15	24F, 28R 24F, 28R
Bonneville. Firebird.	70	108	3271	191.6	73.4	50.4	40.3	43.3	61.5	60.1	4.6		24F,R ²⁴
		25245 series, models, 8.55			9; B'ville, 7 78, F70-14.		245 series, 1				ries, 54.6. 54.0, convert	ible 54.6.	
	20 25600, 262	200 series 59.	6. 21 Bc	onneville Br	ougham 8.8	5-15. 22 1	W/6 cyl. 1 b	obl., all exce 25 '70, 4648	pt 6 cyl. 1	bbl. E70-	14. 23 6 c	yl., Firebi	rd or 28 '70, 3936
233, 235, 237, 24200 Series		F78-14, Form	nula 400 or 3234	206.1	74.4	6 cyl., w/V	35.5	55.3	58	59	5.5		24F, 22R
233, 235 Series S/Wagon	66-68	115	3499	204.48	74.4	55.2°	35.410 35.8	5410 55.8	58 58	58 ⁶	6.2	7.45-141	² 24F, 26R ¹² ⁴ 24F, 32R ¹⁶
Tempest S/Wagon	67	115	3350 ¹⁵ 3526 ¹⁵	206.6 203.4	74.4 ¹³ 74.4	54.4	35.8	52.6	58	59	6	7.75-14	24F. 32R
Tempest 233, 235, 23700 Series	. 69	112 ¹⁷ 112 ¹⁷	3379 3672	205.2 201.2	75.8 75.8	52.1 ¹⁸ 52.1 ¹⁹	40.1	49.4	61	60	5.5		0 24F, 28R 24F, 28R
G10	. 07	112	5012	201.2	15.0	32.1	10.1	17.5	J.	30			

Station Wagon Tempest 233, 235, 237 Series Tempest 235, 237 Series Station Wagon GTO 24200 Series	70 70 70 4 '66, all 6-cyl. 9 '66, 54.1. 15 '68 Sedan, 3	116 37- 11223 33 116 37 112 37 models except c 10 '66 front 35.' 303, S/Wagon, convertible 52.' g tailgate; dual a	36 ²³ 202. 18 210 81 202 onv., 4-door 5, rear 52.3. 3771.	6 76. 9 76. hardtop, 7.3 12 66, 7.	7 52.0 7 54.5 7 52.3 35–14; GTO, 7. 75–14, 22F, 26	nv., 4 door m	53.4 49.3 V8s, 7.35–14. 242 series, 7- odels 116.	61 66, 56 61 66, 56 61 6766, 56 61 7. 14 2.	9. 8 '66, 203 42 series, F70-14 bupe & hardtop,	4 door sedan 8	24F, 28R 24F, 28R 24F, 32R
PORSCHE Porsche 356C 1600SC Porsche 911 Porsche 911S Porsche 911F. 911L Porsche 912, 911T, E, S	66-66 66-67 66-68 67-68 68 69 70 SPE	82.7 19. 87.05 21. 87.05 23. 87.05 22. 87.05 23. 89.5 22. CLIFICATIONS 3.82, Rear 52.72	85 157. 34 163. 76 163. 70 163. 76 163. 493 163. NOT AVA	7 65. 9 63. 9 63. 9 63. 9 63. 90 63. ILABLE FF	7 52.4 39 51.97 39 51.97 9 51.97 39 51.97 39 51.97	34.05 34.05 34.05 34.1 34.1 HE.	41.5 41.5 41.5 41.54 39.3	51.4 52.7 52.7 53.31 53.82 53.64 5	0.1 5.9 1.9 5.91 1.9 5.91 2.21 5.91 2.56 5.9 2.874 5.9 09 ,53.35, 185-	165-15 165-15 165-15 165-15 165-15 ⁴	18F, 21R 26F, 29R 26F, 29R ² 26F, 29R ¹ 27F, 29R 27F, 29R ^{5,6} 6F, 29R.
RENAULT Caravelle, Caravelle S4, Caravelle 1100	66-68 66-68 66-70 66-70 67-70 69-70 70 Gordini curle Gordini 65-4	89.37 17 94.35 13 89 15 89 17 106.74 14 89 18	940 170 ngth 157.31 5. 8'69.	1 59 .25 60 .6 64 .58 .6 ¹² 54 .9 65	56.5 1. 4 Right 7, 28R. 9 '69	22.75 	28 9 27.25 ⁵ Right side	49 4 4 4 4 4 4 5 5 4 5 5 2 4 5 6 2 5 6 2 5 8 6 for	88.2 5.5 77.5 8 78.2 6 88.25 6 90.4 7.4 88.94 7.1 88.2 6 91.62 6 91.62 6 92.7 (left 95.5)	5.60-14 ¹⁰ 135-330 135-380 1.55-13	16F, 20R 14F, 26R ^{8,11} 14F, 26R ⁸ 21F, 27R ¹⁰ 16F, 20R 18F, 30R
ROVER 3 Litre Mk I, IA, II. 2000, 2000TC, 2000A, SC. 3500S.	66 66–70 70 2 Mk II, 59.2	110.5 3 103.3 22 103.37 3	400 ³ 186 750 ⁶ 178 184 181 rans., with o	66 overdrive. 344	.510 54.75	30 16 	36	53.375 53.375	56 7.87. 52.5 8.5 51.75 7 model, 165–14 I	6.50-14 ⁵ 185R-14	26FR ⁵ 30FR
SIMCA 1000. 1118. 1204.	66–69	87.4 10 87.4 1 99.2 2	609 149 795 149 050 155).4 58	.5 53.4	Ξ	_		48.6 5.5 ¹ 51.5 5.5	5.60-12 145-13 145-13	18F, 24R 18F, 28R 24F, 26R
SKODA 1000 MB, 1100 MB ¹	66–70			3.2 63	.8 54.7	-	_	50.4	49.2 7	5.50-14	18F, 20R
STUDEBAKER Commander, Daytona and Cruiser			9551 194	4 71	.5 54.8	32	48	57.4	56.6 7.3	7.35-15	24F. 20R
SUNBEAM Alpine V Imp. Minx Deluxe Sedan, 1725 Tiger 260 Rapier V	. 66-67 . 66-67 . 66-67	82 1 96 2 86 2	540 139 200 16 525 155	60 1.5 5.25 60	1.5 51.5 1.25 54.5 1.0 58 1.5 51.5 1.75 57.25	27.55 23 26 27.55 27.25	41.5 34 39.5 41.5	49 51.75 51.75	48.5 4.5 48 5.5 48.5 ⁷ 5.5 48.5 4.1 48.5 ⁸ 4.5	6.00-13 5.60-12 6.00-13 5.90-13 6.00-13	24FR ⁸ 18F, 30R ⁶ 25FR ⁸ 26FR 25FR ⁶

MAKE & MODEL	YEAR	Wheel-	Approx.	Overall	Max.	Height†	OVER	HANG	TRA	CK	Canalit	TIRES	(Std. Eqpt.)
WARE & WODEL	TEAR	base	Curb Weight†	Length*	Width	(unladen)	Front	Rear	Front	Rear	Ground† Clearance	Size	Pressures (cold)
Sunbeam continued													
Arrow	67-70	98.5	2064	169.5	63.5	56 55.510	30.5	40.5	52 52	52	6.75	5.60-13	248
Alpine GT, Coupe ⁹	69-70 2 Or 5, 90-15	98.5 8 Rapie	2277 ¹⁰ r V, 49.25	174.5 6 Proles	64.75	55.510 eeds, +5 FI	7 "17"	D. 200		52	6.75	600-13	26FR ¹⁰
	9 Introduced	'70. 10 '7	O Coupe, V	Vt. 2216, Ht.	53.5, Press	ure 25+5 at	t high speed	25 , 51 . 25.	° Prolo	nged high	speeds, + 3	FR.	
THUNDERBIRD All	66	113											
2-door Hardtop, Landau	67	115	4690 4425	205.4 206.9	77.3 77.3	52.5 52.8	37.7	54.5	61	60 62	5.5		24F, 25R
4-door Landau	67	117	4545	209.4	77.3	53.8			62	62	5.5 5.5		24F, 25R 24F, 25R
2-door Hardtop	68-70	114.7	45631	206.92	77.32	52.68	39.4	52.8	62.0	62.0	5.4	8.15-15	26F, 24R ⁷
4-door Hardtop	68-70 1 '70, 4491.	117.2 2 '70, 215	46558	209 . 42,9 3 '70 . 4522	77.32	53.44	39.4	52.8	62.0	62.0	5.4	8.15-15	26F, 24R7
TOYOTA			2, 11.1.	10, 4322	. 10,	94. 9. ' W	7/429 cu. in	engine, 28	F, 27R.	8 '69, 52.	3; '70, 54.1.	9 '69,	206.9.
Crown, Deluxe, Custom. 700, 700 Deluxe	66-67	105.9	27901	181.51	66.7	57.51	_	_	53.5	54.3	7.3	7.00-13	21FR1
Land Cruiser FJ40, FJ45, FJ558.	66-69 66-70	83.9 90 ⁸	1276 ² 3260 ⁸	140.6 ² 152.4 ³	55.7 65.6	54.4 76.88,7	-		47.4	45.7	6.7	6.00-12	
Corona RT43L	66-70	95.3	2140	161.8	61	55.9			55.3 50	55.1 50	7.98	7.60-154	15.4FR ⁵ 24F, 23R
Crown Deluye	68_70	105.9	2710	182.5	66.7	57.5	_		54.3	53.5		6.95-14	20F. 24R
Corolla, 10, 11, 15 ⁹ , 17 ⁹ . Corona Mk. II RT62/72	67-70 69-70	90.0 98.8	15456	151.4	58.5	54.3	23	34	48.4	48.0	6.7	6.00-12	16F, 20R
Corolla, KE16, S/Wagon	69	90.0	2295 1610	170.5 153.3	63.4 58.7	55.3 55.1	30 23	42 40	52.2	52.0		00-134PR	
Corona Mk, II 78 S/Wagen	69-70	98.8	2305	170.5	63.2	56.1	30	40	48.4 52.2	48.0 52.0	6.7	6.00-14	22F, 24R
Hi-Lux Pick-up.	70	99.8	2350	169.5	63.2	61.8	30	36	50.8	50 8	7.5	6.00-146	23F. 28R
	Or 7 10-15	70, 184.6, 57 or 7.00-15;	. 9, 21F, 24	R. 7 Del	uxe 1320, 14		J45, 104.3,						
	Sprinter 15	1100 cc engi	ne, 17 1200	cc engine.	, 23.0FK.	Laden,	16.8F. 28R.	0.69.5	Sprinter 155	55. 7.69	9, 53. 8 F	J55, from	'70.
TRIUMPH Herald													
TR4. TR4A	66-68	91.5	1680 ¹ 2128	153 154	60	522	-		48	48	6.75	5.20-13	19F. 24R3
Spitfire	66-70	83	15408	1458	60 57	50 47.5	494	48.54	50.13	49.75 48	6 5		20F, 24R ⁵
Sports Six	66	91.5	1932	153	60	52			49	48	6.75		18F, 24R 22F, 24R
2000. 1300.	66–68 67–68	106.5	2464	173.5	65	56	_	_	_	-	7		24FR
GT6.	67-70	96.6 83	2016 1904 ⁶	155 145	61.75	54 47	-	_	53	52.6	5.5		22FR
TR6	69-70	88	2352	155	58	50			49 50.25	487	4		22F, 24R ⁹ 20F, 24R
	Sedan; coup	e, 1652. ²	Sedan; co	ире, 51.25.	1 1200 mod	els. 22F. 24l	R. 4 W/	wire wheels	49.75, 49	5: '64, 50	.13, 49,75,	5 '65-'6	57, 6.95-15.
VALIANT and BARRACUDA	69, 1908.	7 '69, 49.	8 '69, 16	52, 147.	9 '69, 24F, 3	0R.							
BL1, BL2	66	111	283012	196.4	70.8	52.715	33.2	49.1	55.9	55.6	516	6.50-1316	24FD
BVI, BV2	66	106	277514	188.3	70.2	53.3	33.2	49.1	55.9	55.6		6.50-1316	
CV1, CV2, DV1, DV2, EV1, EV2, VL1, VL2 ²⁶ CB1, CB2, DB1, DB2, EB1, EB2, Barracuda	67–70 67–69	108 108	2900	188.3	71.124	54	31.2	49.2	57.4	55.6	5.217, 21	6.50-1318	30FR ²³
Barracuda, BH, BP, BS	70	108	3000 3000	192.8 186.7	71.6 ²⁴ 74.9	53.7 ¹⁹ 50.8	35.2 37.3		57.4	55.6	622	6.95-14	28FR ²⁰
1	² BL2, 3035.	14 BV2. 2	970. 15	BL2. 53.1.	16 BL2. F	3V2, 5.1, 7.	00-13.		59.7 18 V8 7	60.7	5.2 , 6.95-14, v	E/8-1425	26F, 30R ²⁵
	V8, 53.4.	20 Fastback	and all '6	8. 30FR.	21 '68 5 6	22 '68 5	5 23 '68	3, 32FR, '69	9, V8, 28FF	R, '70, 24F	R. 24 '69	, 69.6.	L/0-14.
VAUARALL	w/225, 318	engine; w/38	53, 340, F7	U-14, 25F, 28	R; w/426, 1	F60-15, 28F	, 32R. 26	Also Valia	nt.				
Viva, Epic	66	91.5	1585	155.1	59.4	53.3	22.2	41.4	47.4	48.2	5.0	5.50-12	19E 22D
Victor, Envoy	66-67	100	2170	174.7	64.7	55.2	27.6	47.1	51.0	52.6	5.9		24FR
Victor, Envoy S/Wagon	66-67	100	22928	174.7	64.7	55.4	27.6	47.1	51.0	52.6		5.90-132	
All dimensions in inches t Standard sedan		1	111	* T 1 1 1							KIND POTON		

All dimensions in inches.

[†] Standard sedan model-4 door where available.

^{*} Includes bumper guards.



PUNCTURE . . . remove puncturing object (if still in tire). Air tire to 30 pounds. Dip probe in cement, insert into injury and work up and down to lubricate injury.



CAMEL PERMA STRIP PATCH



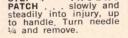
STEP 2 - GRASP . . . each end of patch. STRETCH AND ROLL CENTER OF PATCH INTO EYE OF NEEDLE Remove protective covering from both sides of patch, being careful not to touch rubber.

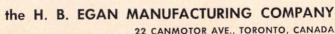


STEP 3 - DIP PERMA STRIP PATCH . . . into cement, coating all sur-



THE ONLY OUTSIDE REPAIR THAT FLOWS, SEALS, VULCANIZES AND BECOMES A PERMANENT PART OF THE TIRE







STEP 5 - WITHOUT STRETCHING . . . cut 1/8" from tread. Tire is ready to inflate.

MAKE & MODEL	YEAR	Wheel-	Approx.	Overall	Max.	Height†	OVER	HANG	TRA	CK	Groundt	TIRES (Std. Eqp
WARE CHOOLE	TEAR	base	Weight	Length*	Width	(unladen)	Front	Rear	Front	Rear	Clearance	Size	Pressu (cold
nuxhall continued													
/a, Epic	67	95 8	1698	161.6	63	53.1	26	39.4	51	51	5	5.50-12	22FR
va, Epic	68	95.8	1704	161.1	63.0	53.3	_	_	51.0	51.0	5.0	5.50-12	22FR12
etor, Envoy	68-70 69-70	102.0 95.8	232113	176.64	66.9	53.814	29.2	45.5	54.0	54.0	6.0	5.60-131	
va, Epic		vt. 2100, ht. 5	17041	161.1	63	53.11	25.9	39.4	51	51	4.7	6.20-14	22FR
		: '70, 52. 4.		7, 6.50–13. 0–13, 22FR.	s '66, 23	41. 4 70,	176.7.	¹² Increase	to 24F, 26F	R fully loa	ded. 13 '6	9, 3056.	
LKSWAGEN	07, 32.3	, 10, 32.4.	09, 0.9	0-13, 22FK.									
0, 1300 Sedan	66-69	94.5	1720	160.2	60.6	59.1						5 (0.15	WE !
0 Karmann Ghia	66	94.5	1830	163	64.3	52.4			51.4 51.4	51.2	6.0	5.60-15	16F, 2
0, 1600 Sedan, S/Wagon	66-69	94.5	20285	166.3	63.2	58.15			51.6	53	6 5.95	5.60-15 6.00-15	16F.
Karmann Ghia	66	94.5	2006	168.5	63.8	52.6			51.6	53	5.4	6.00-15	16F.
0 (Beetle)	67-69	94.5	1720	160.2	60.6	59.1			51.4	53.1	6	5.60-15	16F. 2
mann Ghia	67-69	94.5	1830	163	64.3	52.4	_		51.4	53.1	6	5.60-15	
1-1200, 1600 Sedan	70	94.5	16762	158.5	61.0	59.1		_	51.6	53.2	5.9	5.60-152	
1-1600 Karmann Ghia	70	94.5	1918	163.0	64.3	52-0	_	_	51.6	53.2	5.9	6.00-15	
3-1600 Sedan, S/Wagon	70	94.5	21221	170.8	63.2	57.9	_		51.6	53.2	5.9	6.00-15	
	'70, Sedan	; S/wagon wt	. 2122.	2 '70, 1200; 1	600 wt. 180	08, tires 6.00	⊢ 15. 3 '	70. at full le			plus 1F, 2R	s/wagon	1F. 10F
	S/Wagon	2260, 57.7 an	d 5.7.							o, magon	pido ir , ar	, 0,	,
LVO S (P120 P130)	(((7	102 4	24000	100.0									
S (P120-P130)	66-67 66-67	102.4	24003	175.2	63.8	59.5	_	_	51.8	51.8	7.91	5.90-159	20F. 2
T	67	96.5 102.4	2390	173	67	51	-	_	52	52	6.3	6.40-15	
144, 145 S/Wagon	67-70	102.4	2400 2600 ¹¹	175.2	63.8	59.5	-	-	51.8	51.8	7.91	165-15	26F. 3
144, 145 5/ wagon	69-70	106.3	2920	182.75 186	68.25	57.25	_	_	53.3	53.3	7.5	6.85-15	20F, 2
00E	70	96.5	2710	171	68.3	56.7	_	_	53.3	53.3	7.0	6.85-15	21F, 2
1		6.7 w/four p	2/1U		n P130, 23	50.5	7 4 95 15	11 0 /19	52	52	6.0	165-15	26F, 2
DESELEY	- Mouded,	o w/rour p	rescuscis.	Canadia	11 1 100, 230	JUID.	67, 6.85–15	. 11 S/W	Vagon, 2715				
0	66	110	3423	188	68.5	60			53.8	53.2	6.25	7.00-14	26ED

ENGINE SPECIFICATIONS

MAKE & MODEL	VEAD	No. of			Cu. In	ВНР	Com	pression	Max. Torque	Idle Spee	d (rpm)	Valve		Engine Lu	bricatio	n
MAKE & MODEL	YEAR	Cyls. & Style	Bore	Stroke	Disp.	@ rpm	Ratio (To 1)	Pressure	ft lb/	Conv. Trans.	Auto. Trans.	Seat Inserts	Pump Type	Filter System	Refill (Qts.)	Normal Pres.
ACADIAN and BEAUMONT (Cyl. 194 cu. in. (Cyl. 230 cu. in. Beaumont. (Cyl. 250 cu. in. Acadian, Beaumont. 27 V8 Acadian & Beaumont. 27 V8 Acadian. 27 V8 Acadian. 28 V8 Beaumont (325 h.p.).	. 66-70 . 66-70 . 66-67 . 66 . 66-67	6-OHV 6-OHV 6-OHV V8-OHV V8-OHV V8-OHV V8-OHV	3.563 3.875 3.875 3.875 4 4.094 4.094		194 230 250 283 327 327 396 396	120-4400 140-4400 155-4200 195-48007 350-5800 275-4800 325-4800 360-52004,11	8.5 8.5 8.5 9.25 11 10.5 ³ 10.25 10.25	130 130 130 130 150 150 160 160	177-2400 220-1600 235-1600 235-2400 360-3600 355-3200 410-3200 420-3600 ⁹ ,11	500 50010,12,16 50010,12,16 500 650-750 500 500 55011		No No No No No No No No	Gear Gear Gear Gear Gear Gear Gear	FF FF FF FF FF FF		30-45 30-45 ^{10,12} 30-45 ^{10,12} 30-45 30-45 30-45 50-75 50-75

1	68 V8-OHV 4.1 68-69 V8-OHV 4.1 69 V8-OHV 4.1 70 V8-OHV 4.1 3 '67, 10. 4 '67, 35, 12 '69, 700, 550, 3.25.	00 3.48 350 295–4800 ¹⁴ 094 3.76 396 325–4800 ¹⁵ 0 3.48 350 240–4800 ¹⁹ 60 @ 5200. 7 67, 195 @ 4600. 9	10.2514 150 380-320014	700 600 No 700 600 No 800 600 No 75020 600 No .25 qts.; 50-65 lb. 11 '68, 5-4800, 9, 365-3200.	Gear FF 3. Gear FF 3. Gear FF 3.	
1	66-70 6-OHV 3. 66-70 6-OHV 3. 66 V8-OHV 3. 67-69 V8-OHV 3. 67-69 V8-OHV 4. 67-69 V8-OHV 4. 67-69 V8-OHV 4. 70 V8 3. 70 V8 3. 70 V8 3. 70 V8 12 12 12 13 168.	.75 3.28 290 200-4600 .75 3.28 290 225-4700 .08 3.28 343 235-4400 .08 3.28 343 280-4800 .17 3.57 390 315-460018 .75 3.44 304 210-4400 .08 3.44 360 245-440017 WCD 2-bbl. carb., 155-4400, torq. 650, 550. 44 68, 13 min. @ 600		gines optional. 11 60 max . @ 2050+, 75 max. @ all r		3 5014 3 5014 3 55 2 11, 14 2 11, 14 2 11, 14 2 11, 14 2 14 2 14
	66-68 4-OHV 2. 66-67 4-OHV 2. 66-68 4-OHV 3. 66-68 6-OHV 3. 66-68 4-OHV 2. 66-68 4-OHV 2. 66-68 4-OHV 2. 66-68 4-OHV 2. 68-40-HV 3. 68-40-	.281 3.5 177.7 120-4850. 543 3.296 67 59-5750 16 3.50 109.75 84-530016 .54 3.296 67 48-5100 .781 3.2 77.9 75-5800 .543 3.20 60.96 37-5500 .543 3.20 60.96 37-5500 .543 3.20 60.96 38-52501 .543 3.05 60.96 38-52501 .780 3.2 77.9 76-6000 .780 3.2 77.9 6		850 — No 850 850 No 7 30 at idle. 4750; torque 167-2700; 3000	Rot. FF 48 Rot. FF 43 Gear FF 6. Rot. FF 7. Rot. FF 7. Rot. FF 4. Rot. FF 4.	75 50° 8 30-60 5.5° 20-50 6.7° 20-50 6.7° 25-55 6.0° 30-50 6.5° 40-60 6.5° 60° 5.5° 60° 5.5° 60° 5.5° 60° 5.5° 60° 5.5° 70° 5.5° 50¹ 5.5° 60° 5.5° 60° 5.5° 70° 5.5° 50¹ 5.5° 60° 5.5° 70° 5.5° 70° 5.5° 50¹ 5.5° 60° 5.5° 70° 70° 5.5° 70° 70° 5.5° 70° 70° 70° 70° 70° 70° 70° 70° 70° 70
BMW 1800. 1800 TI.	66-67 4-OHC	3.307 3.150 108.1 102–3800 3.307 3.150 108.1 124–6000	8.6 146.5 112–3000 9.5 162.2 118–4000	850 — Yes 1000 — Yes	Gear FF 4 Gear FF 4	30–72
BUICK Wildcat, Electra 225, Skylark GS, Riviera (401) 300 cu, in. V8 Wildcat, Electra 225, Riviera (425 V8) All V6 340 cu, in. V8 (2 bbl. carb.) 340 cu, in. V8 (4 bbl. carb.) 400 cu, in. V8.	66-67 V8-OHV 3 66 V8-OHV 4 66-67 V6-OHV 3 66-67 V8-OHV 3 66-67 V8-OHV 3	1.1875 3.64 401 325–4400 1.75 3.40 300 210–46008 1.31 3.64 425 340–44009 1.75 3.40 225 155–44008 1.75 3.85 340 220–40001 1.75 3.85 340 260–420014 1.04 3.90 400 340–4800	10.25 180 445-2800 98 180 310-24008 10.25 180 465-2800 9 15 225-24008 9 15 340-2400 10.25 15 365-2800 10.25 15 445-3200	500 500 No 550 550 No 500 500 No 550 550 No 550 550 No 550 550 No 550 550 No	Gear FF 3	40 40 40 40

		No. of		1	Cu. In.	BHP	Con	npression	Max. Torque	Idle Spee	ed (rpm)	Valve		Engine L	ubricatio	n
MAKE & MODEL	YEAR	Cyls. & Style	Bore	Stroke	Disp.	@ rpm	Ratio (To 1)		ft. lb./	Conv. Trans.	Auto. Trans.	Seat Inserts	Pump Type	Filter System	Refill (Qts.)	Normal Pres.
Buick continued	. 68-70 . 68-70	6-OHV V8-OHV	4.1875 3.875 3.80	3.53 3.85	250 350	360-5000 155-4200 230-4400 ¹⁹	10.25 8.5 9.0	15 15	475-3200 235-1600 350-2400 ¹⁹		550 500 ¹⁸ 550 ¹⁶	No No No	Gear Gear Gear	FF FF FF	3 3.33 3.33	40 30–45 37
350 cu. in. V8 (4 bbl. carb.). 400 cu. in. V8 (4 bbl. carb.). 430 cu. in. V8 (4 bbl. carb.). 455 cu. in. V8 (4 bbl. carb.).	68–69 68–69 70	V8-OHV V8-OHV	-4200, to	3.90 orque 23	430 455 5–2400.	280-4600 ²⁰ 340-5000 360-5000 350-4600 ²¹ 6 W/2x4	10.25 ² 10.25 10.25 10.0 bbl. cark	15 15	375-3200 ²⁰ 440-3200 475-3200 510-2800 0. * W/4	700 700 700 700 -bbl, carb.	550 ¹⁶ 600 ¹⁷ 550 600 , 250–480	No No No No 0, 11.0, 1	Gear Gear Gear Gear 335–3000	FF FF FF FF	3.33 3.33 3.33 3.33	37 40 40 40
	a per	220 @ 4200 missible rai H.P. 285–4	nge of 13	4 to 238	@ 4000. psi. . 375–400	15 Lowes 16 '69-'70, 60 00; w/hi com	00.	7 '69, 550.	sion pressure 18 '70, 75 410-3200.	60, 600.	be less the 19 '70, Hoption, sta	P. 260-4	1600, Tor	. 360-260	ing, whic 0.	h has
CADILLAC All All Eldorado	. 68–70	V8-OHV		4.304	472	340-4600 375-4400 400-4400 orado. 3	10.5 10.5 ³ 10 70, 10.	165-185	480-3000 525-3000 550-3000	Ξ	480 5504 600	No No No	Gear Gear Gear	FF FF FF	3 3.25 ¹ 4.25	30-35 35-40 35-40
CHECKER Marathon Sedan, S/Wagon, Taxicab	. 66–68 . 68 . 69–70 . 69	V8-OHV7 V8-OHV7 6-OHV V8-OHV	4.001 3.875 4.001 4.00	3.00 3.25 3.53 3.25 3.48	307 250 327	140-4400 195-4800 200-4600 155-4200 235-4800 300-4800	8.5 9.25 9.00 8.5 9.00 10.25 ¹¹	130 150 150 130 160 160 160	220-1600 285-2400 300-2400 235-1600 325-2800 380-320010	500 500 	475 475 600 550 ⁹ 600	No No No No No	Gear Gear Gear Gear Gear	FF FF FF FF FF 70, 345–2	3.4 3.4 3.4 48 48	30-45° 30-45° 30-45° 50-65 50-65 50-65
CHEVROLET Corvair 95 HP Turbo-Air Corvair 110 HP Corvair 140 HP Corvair 180 HP Turbo-charged	. 66-69 . 66-69 . 66-69 . 66	6-OHV ¹ 6-OHV ¹	3.4375 3.4375 3.4375 3.4375	2.94 2.94 2.94 2.94	164 164 164 164	95-3600 110-4400 140-5200 180-4000	8.25 9.25 98 8.25 68–'69, 9	140 140 140 140	154-2400 160-2800 160-3600 265-3200 68, 550.	450-500 ¹ 600-650 ¹	2 450-500 ¹ 2 450-500 ⁶ 3 450-500 ⁹	1 Yes ,11 Yes ,13 Yes Yes	Gear Gear Gear Gear Goo, 600,	FF FF FF	310 310 310 310 3	30 30 30 30 30
Chevy II 4 cyl. Chevy II, 6 cyl. 194, cu. in. Chevy II, 6 cyl., 250 cu. in. Chevy II, 6 cyl., 250 cu. in. Chevy II 327 V8 (250, 300, 350 hp.) Chevy II 327 V8 (275 hp.) Chevy II 283 V8. 30, 6 cyl. 007 V8.	. 66 . 66–67 . 67–70 . 66 . 67–68 . 66–67	4-OHV 6-OHV 6-OHV V8-OHV V8-OHV V8-OHV 6-OHV	3.875 4 4 3.875 3.875	3.25 3.53 3.25 3.25 3.25	194 250 327 327 283 230	90-4000 120-4400 155-4200 250-4400 ² 275-4800 195-4800 ¹ 140-4400 200-4600	8.5 8.5 8.5 10.5 ² 10 9.25 8.5 9.0	140 140 1304 150 1604 150 140	152-2400 177-2400 235-1600 350-2800 ² 355-3200 285-2400 220-1600 300-2400	500 500 500 ⁵ ,13 500 ² 500 ⁵ 500 700 ¹³ 700	500 500 55013 475 5008 500 50012 600	No No No No No No No	Gear Gear Gear Gear Gear Gear Gear	FF FF FF FF FF FF	3 36 3 36 3 36 3 3.25	30-45 30-45 30-45 30-45 30-45 30-45 50-65 50-65
350 V8, 255, 300 hp Chevy Nova 376 V8 (350, 375 hp)	. 68-69 69 1 '67, 19 5 '68-'6	V8-OHV V8-OHV 95 @ 4600.	4.00 4.094 2 300 8 '68-'69	3.48 3.76 0 hp., 30 , 3.25.	350 396 0–5000,	295-4800 ¹⁰ 350-5200 ¹² torque 360-3 '69, 50-65.	10.25 ¹¹ 10.25	150 160 hp., 350- 600.	380-3200 ¹¹ 415-3400 ¹²	700 800 ¹² .0, torque	600 600 ¹² 360–3600	No No), idle 65	Gear Gear 0-750.	FF FF 4 '68, 15 365–2400	3.25 3.25 50.	50–65 50–75
Chevelle 194 6 Cyl. Chevelle 230 6 Cyl. Chevelle 283 V8. Chevelle 396 V8.	. 66 . 66–69 . 66–67	6-OHV 6-OHV V8-OHV	3.5625 3.875 3.875	3.25 3.25 3	194 230 283	120-4400 140-4400 195-4800 ¹ 360-5200 ¹⁰	8.5 8.5 9.25 10.25	130 13013 150 160	177-2400 220-1600 285-2400 420-3600 ¹¹	500 500 ¹⁴ 500 550	500 500 ²¹ 500 550	No No No No	Gear Gear Gear Gear	FF FF FF FF	3 315 3 3	30-45 30-45 30-45 50-75

BP-By pass. FF-Full flow.

Sh-Shunt type





		No. of			Cu. In.	BHP	Comp	pression	Max. Torque	Idle Spee	d (rpm)	Valve	1	Engine Lu	ubrication	n
MAKE & MODEL	YEAR	Cyls. & Style	Bore	Stroke	Disp.	@ rpm	Ratio (To 1)	Pressure	ft lb/	Conv. Trans.	Auto. Trans.	Seat Inserts	Pump Type	Filter System	Refill (Qts.)	Normal Pres.
Chevelle 250 6 Cyl. Chevelle 250 6 Cyl. Chevelle 327 V8 (275 hp.) 307 V8 (200 hp.) 327 V8 (210 hp.) Chevelle 350 V8 (255, 300 hp.) Chevelle 396 V8 (325, 350, 375 hp.)	. 66–68 . 67–68 . 68–69 . 68 . 69 . 69 . 1 '67, 1 '14 '68–'123 300 1	V8-OHV V8-OHV V8-OHV V8-OHV V8-OHV 95 @ 4600. 69, 700. np., 300-480	15 '68, 1 00, 10.2	6, 10.5. 3.25. 5, 380–3.	350 396 10 '67 16 '68, 5 200.	24 350 hp., 35	68, 150. 50–5200,	325 @ 48 18 '68, 160, 415-	600. 19 7 3400, 375 hp	800 7-'68, 415 68, 160. , 375-560	20 '68, 4 0, 160, 41	15–3400. 15–3600.	21 '6 25 37	9,550. 5 hp., 11.	²² '69, 1	
283 V8 (2 bbl. carb.). 396 V8. All 6 cyl. 427 V8 (4 bbl. carb.). 327 V8. 427 V8 (425 hp.). 427 V8 (385 hp.). 250 6 cyl.; 307 V8, 327 V8 (250 & 275 hp.) 396 V	. 66-67 . 66-67 . 66 . 66-67	V8-OHV 6-OHV V8-OHV V8-OHV V8-OHV V8-OHV	4.094 3.875 4.25 4 4.25 4.25	3 3.76 3.53 3.76 3.25 3.76 3.76	283 396 250 427 327 427 427	195-4800 ⁵ 325-4800 155-4200 390-5200 275-4800 425-5600 385-5200	8.5 10.25 ¹⁶ 10.25 ³		285-2400 410-3200 235-1600 460-3600 ¹⁶ 355-3200 460-4000 460-3400	500 700 ¹⁵ 500 500–600 ¹ 500 750–850 550	500 450-500 500 6 500-600 500 550	No	Gear Gear Gear Gear Gear Gear	FF FF FF FF FF FF	3 3 3 3 3 3 3	35 50 30–45 50 30–45 50–75 50–75
250 c yl.; 304 (3.27 kg.) 270 kg. 27 kg.) 390 (427 cu. in. V8 (385 hp.). 250 6 cyl. Chevrolet, Chevelle, Camaro, Nova. 327 V8 (235 hp.). 350 V8 (255, 300 hp.). 396 V8 (265 hp.). 427 V8 (335, 390 hp.).	. 68 . 69–70 . 69 . 69 . 69 . 69	V8-OHV V8-OHV V8-OHV V8-OHV V8-OHV V8-OHV	4.25 3.87 4.00 4.00 4.09 4.251 4.251 195 @	3.76 3.53 3.25 3.48 3.76 3.76 4600.	427 250 327 350 396 427 427 15 450-	385-5200 155-4200 235-4800 255-4800 335-4800 335-4800 ¹⁸ 425-5600 550. ¹⁶ W	10.25 8.5 9.0 9.0 ¹⁷ 9.0 10.25 11.00 7/special pp. 390-5		460-3400 235-1600 300-2800 365-3200 ¹⁷ 400-2800 460-3200 ¹⁸ 460-4000 -5600, comp.	700 800 750		No No No No No No No No 170, toro	Gear Gear Gear Gear Gear Gear Gear Gear	FF FF FF FF FF FF 4000, idle	3.25 3.25 3.25 3.25 3.25 3.25 3.25 750-850	50-75 50-65 50-65 50-65 50-75 50-75 50-75
307 V8 2 bbl. Nova, Chevelle, Camaro 350 V8, 4 bbl., 2 bbl. Chevrolet. 350 V8 4 bbl. Corvette. 400 V8 2 bbl. Chevrolet, Monte Carlo. 402 V8 4 bbl. Chevelle, Monte Carlo. 402 V8 (396) 4 bbl. Camaro. 454 Chevelle, Monte Carlo. 454 V8 Chevrolet. 454 V8 Corvette.	70 70 70 70 70 70 70 70 70 70 1 And I 320-5	V8-OHV Nova, Mont 600, 11, 370 ption 370-6	4.00 4.00 4.125 4.125 4.125 4.25 4.25 4.25 4.25 te Carlo 0-4000, 000, 380	4 '70 4000, 9	options 00.	200-4600 250-4800 ^s 350-5600 ^s 265-4400 330-4800 ⁴ 350-5200 ⁶ 360-4400 ⁷ 345-4400 ⁸ 390-5400 465-5200 c, Corvette. Chevelle H. '70, options	P. 350-5	160 160 160 160 160 0, 40–2000 200; H.P.	375-5600, C	700 750 750 ⁵ 700 700 700 ⁶ 700 8 750 1000 bbl.; 4 bb comp. R. I '70, Cheve	1.0; 350	& 375 H.	P. Torq.	415-3200).	2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2
Camaro 230 cu. in. 6 cyl. Camaro 250 cu. in. 6 cyl. Camaro 327 cu. in. V8 (210 hp.) Camaro 327 cu. in. V8 (275 hp.) Camaro 350 cu. in. V8. Camaro 396 cu. in. V8 (325 hp.) Camaro 396 cu. in. V8 (375 hp.)	. 67-69 . 67-69 . 67-68 . 67-68 . 67-69	6-OHV V8-OHV V8-OHV V8-OHV V8-OHV	3.875 3.875 4 4 4.094 4.094	3.25 3.53 3.25 3.25 3.48 3.76	230 250 327 327 350 396	140-4400 155-4200 210-4600 275-4800 295-4800 325-4800 375-5600	8.5 8.5 8.75 10 10.25 10.25	130 130 160 ⁵ 160 160 160 415		5001 5001 5001 5001 5001 5001 5501,7	500 ² 500 ² 500 ² 500 ² 500 ² 500 ² 550 ² ,7	No No No No No No	Gear Gear Gear Gear Gear Gear	FF FF FF FF FF	35 35 35 35 35 35 35 35	30-454 30-454 30-454 30-454 30-454 50-754 50-75

BP-By pass. FF-Full flow. Sh-Shunt type.

Turnover's a pushover



Quaker State's natural qualities alone give it a great sales advantage over ordinary motor oils. Every drop is refined only from 100% Pure Pennsylvania Grade Crude Oil, recognized by quality-minded customers as the finest engine lubricant in the world.

And every drop is fortified to provide the best engine protection under any driving condition:

This is the Quaker State story your customers have been hearing for years. Which is one reason why so many drivers look for the familiar green-and-white Quaker State dealer sign.

Put it where people can see it and watch Quaker State's advantages work in your favor.

MAVE & MODEL	WEAD	No. of				ВНР	Com	pression	Max. Torque	Idle Spee	ed (rpm)	Valve	1	Engine Lu	brication	1
MAKE & MODEL	YEAR	Cyls. & Style	Bore	Stroke	Cu. In. Disp.	@ rpm	Ratio (To 1)	Pressure	ft. lb./	Conv. Trans.	Auto. Trans.	Seat Inserts	Pump Type	Filter System	Refill (Qts.)	Normal Pres.
Chevrolet continued Camaro 350 V8 (255, 300 hp.). Camaro 302 V8 (290 hp.) Camaro 396 V8 (350 hp.)	. 69	EE ENGI			350 302 396	255-4800 ⁶ 290-5800 350-5200 3 '68-'69,	9 11 10.25	150 150 160 4 '68-'69,	365-32006 290-4200 415-3400	700 900 800 5 '69, 150.	600 600	No No No	Gear Gear Gear	FF FF FF	3.25 3.25 3.25	50-65 50-65 50-75
Corvette 427 V8 (4 bbl. carb.) Corvette 327 (390 hp.) Corvette 327 (390 hp.) Corvette 427 (400 hp.) Corvette 427 (435 hp.) Corvette 427 (435 hp.) Corvette 350 V8 (300 hp.) Corvette 350 V8 (350 hp.)	. 66-69 . 66-68 . 66-68 . 67-69 . 67-69 . 69	V8-OHV V8-OHV V8-OHV V8-OHV V8-OHV V8-OHV V8-OHV EE ENGI	4.25 4 4 25 4.25 4 NES AB	3.76 3.25 3.25 3.76 3.76 3.48 3.48 3.48	427 327 327 427 427 427 350 350	390-5400 ¹⁵ 300-500 350-5800 400-5400 435-5800 350-4800 350-5600 ²⁰	10.25 ¹⁸ 10 ⁸ 11 10.25 11 10.25	160 ¹⁵ 160 150 160 160 ¹⁸ 160	460-3600 ¹⁵ 360-3400 360-3600 460-3600 460-4000 380-3200 380-3600 ²⁰	5-600 ¹⁵ ,1 500 ¹⁶ 700 ¹⁹ 750 ¹⁶ 750 700 750	6 5-600 ¹⁷ 500 ¹⁷ 600 21 600	No No No No No No	Gear Gear Gear Gear Gear Gear Gear Gear	0-3200. FF FF FF FF FF FF FF	7 '69, 2 3 22 3 3 3 22 3 22 3 25 3 . 25	50-75 30-45 30-45 50-75 50-75 50-65 50-65
CHRYSLER		700: '69, 80	0. 17	'68–'69,	600.	-5600, comp. 18 '68, 170;	69, 165.	0, pressur	750. 20 3	ue 460-400 370 hp., 37	00, idle 75 0–5800, 7	0-850. orque N	/A. 2	¹ '69, 600.	22 '6	9, 3.25.
BC2 BC3, CC1, DC1 BC3, CC3, DC3, EC3. CC2, DC2, EC2. BS38 cu. in.	. 66–69 . 66–69 . 67–69 . 70 . 70	V8-OHV V8-OHV	4.25 4.32 4.32 4.25 4.32 000.	3.38 3.38 3.75 3.75 3.38 3.75 2'70, 4 50.	383 383 440 440 383 440 bbl. 9.5.		10.0 9.2 10.1 10.1 8.7 ² 9.7 obl. 650.	130–165 130–165 110 110	425-2800 390-2800 480-2800 480-2800 390-2800 480-2800 375-4600.	- - - - - - 11 '67, 1	50014 50011, 18 50011, 14 55014 7003 800 550.		Rot. Rot. Rot. Rot. Rot. Rot. 290 @	FF FF FF FF FF FF 4400.	3.25 3.25 3.25 3.25 3.25 3.25 3.25 13 '68, I	45-65 45-65 45-65 45-65 45-65 0C1, 650
CITROEN ID 19. DS 19A, DS20. DS 21. ID 19A ⁹ , 19B, D Special ⁹ .	66-70	4-OHV 4-OHV			121.1 132.7 121.1	81-4750 90-5250 ⁶ 109-5500 ⁷ 84-5250 ⁸ 6 '69, 103-600	8.0 8.75 8.75 8.75 88	150 180 180 180 180 '69, 115–5'	105.4-3500 110-3500 128-3000 ⁷ 105-3000 ⁸ 750, 126-40	600-850 600-850 600		Yes Yes Yes Yes	Gear Rot. Rot. Rot.	FF BP BP BP	3.5 45 45 45 70 only	56 ³ 56 ³ 56 ³
DATSUN Datsun 1000 Datsun 1200 & Coupe Datsun 1300 & Wagon Datsun 1300 Datsun 1600 & Wagon Datsun 1600 Sports Datsun 1600 Sports Datsun 240Z Sports	. 70 . 66–67 . 68 . 68–70 . 66–70 . 66–70	4-OHV 4-OHC 4-OHC 4-OHV 4-OHC 6-OHC	2.87 2.87 2.87 3.27 3.27 3.43 3.43 3.27	2.32 2.76 3.06 2.36 2.87 2.63 3.27 2.90	60.9 71.5 79.3 79.1 97.3	62-6000 69-6000 67-5200 77-6000 96-5600 96-6000 135-6000 ¹ 151-5600	8.5 9.0 8.2 8.5 8.5 9.0 9.5	142-157 178-192 156-177 159-171 159-171 176-218 165-211	61.5-4000 70.0-4000 76.7-2800 80-3600 100-5600 103-4000 132-4400¹ 146-4400	600-650		Yes Yes No Yes	Rot. Rot. Rot. Rot. Rot. Gear Gear Rot.	FF FF FF FF FF FF FF	2.6 4 3 5.2 5.2 4.3 4.3 5.3	54-60 43-50 54-60 50-57 50-57 50-57 50-57 50-57
DODGE 125 Slant Six. 173 Dart, Coronet, DW2, DL2, EL2. 18D2, BW2, CD3, CW2 (opt.) ²⁵ 18D2 383 V8 (optional). 140 V8. 126 BW2, CW2, 426 V8 (opt.) EW2, EX2. 18W2, CD36 (opt.). 18D3, (opt., CW2, ED2, EW2	66-69 66-69 66 66-67 66-69 67-68	V8-OHV V8-OHV V8-OHV V8-OHV V8-OHV	3.4 3.63 3.91 4.25 4.32 4.25 4.32	4.125 3.31 3.31 3.38 3.75 3.75 3.75	383 440 426 440	145-4000 180-4200 ⁸ , 18 230-4400 325-4800 350-4400 425-5000 375-4600 ⁶ 270-4400 ⁷ , 21	9.0 ²⁰ 10.1 10.0 10.25 10.1	125-165 ²⁸ 130-165 130-165 130-165 ³⁰	260-16008,1 340-2400 ²⁰ 425-2800 480-2800 490-4000 480-3200 ⁶		55018,27 50019 50020,28 500 500 5003, 23 6506 55021,29	No No No No No No No	Rot. Rot. Rot. Rot. Rot. Rot. Rot.	FF FF FF FF FF FF FF	3.25 3.5 ¹⁹ 3.25 3.25 3.25 3.25 ³⁰ 3.25	45-65 45-65 45-65 45-65 45-65 45-65 45-65

CL2 (opt.), EL2 170 Slant Six, CL1, DL1, EL1 340 DL2, EL2 440 EW2, EX2, ED2 Note; 1968—D Series 1969—E Series	68-69 V8-OHV 69 V8-OHV 1 30 deg. slant. 2800; CR 10 1.	4.04 3.31 4.32 3.75 2.67, 750. 8 Dart option 4400; CR, 9; tor e, 650, A/T, 600 400; Convention 10: 750. 25 D	n 235 hp. @ 5200; 2 que, 260 @ 2000; C D. 21 '68, hp. 290 lal idle 650, A/T 600 D1, DW1 (except I	8.5 130-160 10.5 26 10.1 130-165 350 hp. @ 4400; 4 80 ft. lb. @ 4000; Conventional idle, 7 @ 4400; A/F idle b; '69. B.H.P. 330-1	00, A/T, 650; Refil! 3 600. But with 4 bbl. 6 5200; torque 410–3600; , EW2, EX2. 26 '69	0. 18 '68, 650. 25. 20 '68, CR, 9 27 th: hp 330 @ 500	1 650. 23 68, 7 0. 27 69, 110–14	2400; 200. 50, '69, 800.
198 cu. in. 225 cu. in. 318 cu. in. 340 cu. in. 383 cu. in. 426 cu. in. 440 cu. in. 440 cu. in.	70 6-OHV 70 6-OHV 70 V8-OHV 70 V8-OHV 70 V8-OHV 70 V8-OHV 70 V8-OHV	3.4 3.64 3.4 4.125 3.91 3.31 4.04 3.31 4.25 3.38 4.25 3.75 4.32 3.31 4.32 3.75	198 125-4400 225 145-4000 318 230-4400 340 275-5000 383 290-4400¹ 426 425-5000 440 375-4000 440 390-4700²	8.4 100 8.4 100 8.8 100 8.8 110 8.7 110 10.25 110 9.7 110	180-2000 750 215-2400 750 320-2000 750 340-3200 900 390-2807 750 490-4000 900 480-3200 900 490-3200 900	750 No 750 No 700 No 900 No 650 No 900 No 800 No 900 No	Rot. FF	3.25 45-60 3.25 45-60 3.25 45-60 3.25 45-60 3.25 45-60 3.25 45-60 3.25 45-60 3.25 45-60
FIAT 1500 Sedan	. 66-68 4-OHV . 66-69 4-OHV . 66-69 4-OHV . 67 4-OHV . 68-70 4-DOHC	3.03 3.13 3.03 3.13 2.559 2.50 2.559 2.50 2.874 2.815 3.1562 2.814 2.56 2.68 3.156 2.814 6400, torque 44.	87.75 96–6500 55.10 57–6500 87.75 75	8.8 160 9.0 165 8.8 160 9.3 165 8.8 165 8.9 150 9.5 165 9 165	86 8-3200 875 89-3200 875 44.1-3600 800 45.6-40006 850 69.4-3800 875 82.4-4000 950 47.7-4000 850 81.1	Yes	Gear BP Gear BP Gear BP Gear BP Gear FF Gear FF Gear FF Gear FF	3.1 65 3 65 3 43-57 3 45-57 3.3 65 4 45-65 3.25 45-51 3.3 65
Falcon 170-6 cyl. Falcon 200-6 cyl. Lalcon 289-V8 (2V, 4V). Falcon 302-4V-V8.	66-68 V8-OHV	3.5 2.94 3.68 3.126 4.0 2.87 4.00 3.00 ot). 4 4V engin	170 105-4400 200 120-4400 289 200-44004 302 235-4800 ne, 225-4800, CR 10	9.2 175 ± 20 9.34 150 ± 20 10.5 150 ± 20 0, torque 305-3200.	190-2400 575-600 1 282-24004 575-600 2 318-3200 525 5 '68, Conventional			
Fairlane, Torinoi ² 200-6 cyl. Fairlane, Torinoi ² 289-V8 (2V, 4V, HP) Fairlane, Torinoi ² 390-V8 (2V) Fairlane, Torinoi ² 390 V8 (4V, HP) Fairlane, Torinoi ² 390 V8 (4V, HP) Fairlane, Torinoi ² 427 V8 (4V, 8V) Fairlane, Torinoi ² 427 V8 (4V, 8V)	66-68 V8-OHV 66-68 V8-OHV 67-68 V8-OHV 68 V8-OHV 2 At 2000 rpm (he trans., 700-800,	7 4V engine.	289 200-4400 ⁷ 390 265-4400 ⁸ 390 315-4600 ⁸ 427 425-6000 ¹ 302 210-4400 es oil filter. 4 W., 225-4800, CR 10, t	9.37 150±20 10.5 180±20 10.5 190±20 11.1 180±20 9.5 150±20 (4 bbl. carb., hp 27 orque 305–3200; HI	282-24007 575-600	011 475-50011 No 47511 No 10 No 500 No ne 312-3400, idle sp .5 CR, torque 312-	3 4 00.	3,753 35-552,11 4 253 35-552,11 4 .03 35-552,11 4 35-652,11 5 40-552 4 35-602
Mustang 200-6 cyl. Mustang 289-V8 (2-V) Mustang 289-V8 (4-V & HP) Mustang 302-4V-V8 Mustang 390-V8 (4V, HP). Mustang 427-4V-V8.	66-67 V8-OHV 68 V8-OHV 67-68 V8-OHV	lle 600. 11 '68 4400; 390 ft. lb. 3.68 3.126 4.0 2.87 4.0 2.87 4.00 3.00 4.05 3.78	3 Conventional idle @ 2260. 200	525, A/T idle 500; 9.2 175±20; 9.3 150±20; 9.01 150±20; 10.5 150±20; 10.5 190±20; 10.9 180±20;	oil pressure 35–60 @ 2 0 190–2400 575–60 0 282–2400 575–60	000 rpm hot. 12 05 500-5255 No 05 475-5005 No 05 475-5005 No 500 No 475 No 0600 No	Rot. FF Rot. FF Rot. FF Rot. FF Rot. FF Rot. FF 2 Hot @ 2000 rpi	3.75 ³ 35–55 ² , ⁵ 4.25 ³ 35–55 ² , ⁵ 4.25 ³ 35–55 ² , ⁵ 4 35–60 ² 4 35–60 ²

MAKE & MODEL	VEAR	No. of			Cu. In.	BHP	Com	pression	Max. Torque	Idle Spee	d (rpm)	Valve	I	Engine Lu	brication	n
MAKE & MODEL	YEAR	Cyls. & Style	Bore	Stroke	Disp.	@ rpm	Ratio (To 1)	Pressure	ft lh/	Conv. Trans.	Auto. Trans.	Seat Inserts	Pump Type	Filter System	Refill (Qts.)	Normal Pres.
Ford continued																
240-6 cyl	. 65-68	6-OHV	4.0	3.18	240	150-40007	9.2	175± 20	234-22007	500-5252	500-52520	No	Rot.	FF	3.5	35-6017,20
289 V8 (2V) Ford 302-2V-V8.	68	V8-OHV	4.00	2.87	289 302	200-4400	9.3	150 ± 20	282-2400	575-600		No	Rot.	FF	4	35-5517
90 V8 (ZV)	66-68	VI OLIV	4.05	3.78	390	210-4400 265-4400 ²¹	9.5	150 ± 20 180 ± 20	295-2400 401-2600 ²¹	525	500 475-500 ²⁰	No No	Rot.	FF FF	4	35-60 ¹⁷ 35-65 ¹⁷ , ²⁰
990 V8 (4V)	67_68	VIR OUV	4.05	3.78	390	315-4600	10.5	190± 20	427-2800	57520	47520	No	Rot.	FF	4	35-6517,20
428 V8 (4V) 427 V8 (4V, 8V)	66-68	V8-OHV	4.13	3.98	428	345-4600	10.5		462-2800	575-6002	475-50020		Rot.	FF		35-6517
27 70 (17, 07)	7 '66-'6	7, 155-420	4.23	3.78	427	425-600013,22					22	No 20	Rot.	FF		35-6517,20
	A/Ti	dle 500, oi	pressur	e 35-60	@ 2000	³ 4V, 410 hp.			400, 390 ft.		2000 rpm			ventional i	dle 525,	00
170 6 cyl	60.70	6 OLIV	3.5	2.94	170	105-4400	91	- inp. @ i	158-2400	750	550	No	Rot.	FF	3 5	15
200 b cyl	60_70	6 OLIV	3.68	3.126	200	120-4400	8.11	_	190-2400	750	550	No	Rot.	FF	3.5	15
250 6 cyl	69-70	6-OHV	3.68	3.91	250	155-4000	9.0	_	240-1600	7002	5502	No	Rot.	FF	3.5	15
002 VO 2V	60_70	VIS OUV	4.00	3.18	240 302	150-4000	9.2	_	234-2200	775	500	No	Rot.	FF	3.5	15 15
)) VO ZV	60 70	VIO OLIVI	4.00	3.50	351	210-4400 250-4600	9.5		295–2400 355–2600	650 650 ⁴	550 550	No No	Rot.	FF FF	4	15
001 VO 4V	60	VO OLIV	4.00	3.50	351	290-4800	10.7		385-3200	675	575	No	Rot.	FF	4	15
990 VO ZV	69-70	V8-OHV	4.05	3.78	390	270-4400	9.5	_	390-2600	650	550	No	Rot.	FF	4	15
390 V8 4V 428 V8 4V Cobra Jet.	69 70	V8-OHV	4.05	3.78	390 428	320-4800	9.5		427-3200	700	550	No	Rot.	FF	4	15
129 VO ZV	60 70	VIO OLIV	4.36	3.59	428	335-5200 ⁵ 320-4400	10.6		440-3400 ⁵ 460-2200	700 650	650 ⁵ 550	No No	Rot.	FF FF	4	15 15
129 VO 4V	60 70	VIQ ONASI	4.36	3.59	429	360-44006	11.0		476-2800	6507	5508	No	Rot.	FF	4	15
100 VO 4V	60	V8-OHV	4.36	3.85	460	365-4600	10.5	_	500-2800	_	550s	No	Rot.	FF	4	15
302 V8 4V Boss	70	V8-OHV	4.00	3.00	302	290-5800	10.5	14	290-4300	650	_	No	Rot.	FF	43	35-60
120 VO 4V Ram Air	70	V8-OHV V8-OHV	4.00	3.50	351 428	300-5400 335-5200	11.0	14	380-5400 440-3400	650 625	550 575	No	Rot.	FF FF	4	15 15
429 V8 4V Cobra Jet Super, Boss.	70	V8-OHV	4.36	3.59	429	370-5400°	11.3	14	450-3400	7008	5758	No No ¹¹	Rot.	FF	4 41/210	15
	1 '70, 9	1. 2'7	0, M/T	750, A/	Г 600.	3 '70, w/oi!			4 '70, 600	5 '70 :	Std.: Police	360-54	400, 10.5	459-3200), 550.	
		60-4600.	7 '70.		8 '70, 60		td.; Sup	er & Boss	375-5600.	10 '70, St	d.; Super	gts., E	Boss in M	ustang &	Cougar	62/5 qts.
FORD (British)	1 70, 1	Boss, Yes.	14 Lc	west rea	ding mu	st be within ?	75% of t	he highest	. 15 All e	engines 35	60 @ 2000	rpm				
Anglia.	66	4-OHV	3 1875	1.906	60.82	39-5000	8 9	160	53-2700	500-550		Yes	Rot.	FF	2.25	35-40
Anglia Super, Cortina (/3 cu in)	66-67	4 OLIV	3.1875	2.29		48.5-4800	8.7	175	63-2700	500-550		Yes	Rot.	FF	2.25	35-40
ortina Super. Cortina (;)	66	4 OLIV	3.1875		91.5	59.5-46001	8.31	175	81.5-23001		_	Yes	Rot.	FF	3.25	35-40
Consul Cortina (automatic) Consul Cortina GT	67	4-OHV	3.1878			65-4700	9	185	88.5-2500		580-620	Yes	Rot.	FF	3.5	35-40
ortina 1300	68 70	4 OLIV	3.1878 3.188	2.48		83.5-5200 61.5-5000	9 9 0	185 168	97–3600 75.5–2500	680-720 600	5002	Yes	Rot.	FF FF	3.5	35-40 35-40
ortina 1000	68-70	4-OHV				71-5000	9.0	188	97-2500	600	6002	Yes Yes	Rot.	FF	3.25	35-40
ortina (;)	68-70	4-OHV	3.188	3.056			9.0	188	102-3600	7004	4	Yes	Rot.	FF	3.66	35-40
Cortina GT				00 2	'69, 615	3 '60 '70), 88-540	00. 4 '6	9, 720. 5	'70, 2.75.	6 '70, 3	3.0.				
	¹ GT, 7	8-5200, 9.	0, 91-30	00.	07, 013	. 07-70										
IILLMAN	¹ GT, 7															
HILLMAN Minx V, Husky III	¹ GT, 7	4-OHV	3.21	3.0	97.1	62-4400	8.3		86.3-2500		600	No ²	Rot.	FF	43	40-50
HILLMAN Minx V, Husky III Super Minx IV	66 66–67	4-OHV 4-OHV	3.21 3.21	3.0 3.25	97.1 105.1		8.3 8.4		86.3–2500 91.4–2400	600 600	600 600	No ² No ²	Rot. Rot.	FF FF	4 ⁸ 3.75	40-50 40
HILLMAN Minx V. Husky III Juper Minx IV.	¹ GT, 7 66 66–67 ² Availa	4-OHV 4-OHV ble for ser	3.21 3.21 vice.	3.0 3.25 8 Inc. fil	97.1 105.1 ter.	62-4400 69.5-4800										
HILLMAN Minx V. Husky III Juper Minx IV	66 66–67 2Availa	4-OHV 4-OHV ble for server	3.21 3.21 vice.	3.0 3.25 8 Inc. fil	97.1 105.1 ter.	62-4400 69.5-4800	8.4	165–175	91.4–2400	600		No ²	Rot.	FF	3.75	40
HILLMAN Minx V. Husky III Juper Minx IV	66 66–67 2Availa	4-OHV 4-OHV ble for server	3.21 3.21 vice.	3.0 3.25 8 Inc. fil	97.1 105.1 ter.	62-4400 69.5-4800	8.4	165–175								
IILLMAN Minx V, Husky III Juper Minx IV	66 66-67 2 Availa 66-67 1 Additi	4-OHV 4-OHV ble for services 4-DOHC	3.21 3.21 vice.	3.0 3.25 8 Inc. fil	97.1 105.1 ter.	62-4400 69.5-4800	8.4	165–175	91.4–2400	600		No ²	Rot.	FF	3.75	40
IILMAN Minx V. Husky III uper Minx IV. IONDA Honda S600.	¹ GT. 7 66 66–67 ² Availa 66–67 ¹ Additi	4-OHV 4-OHV ble for services 4-DOHC	3.21 3.21 vice. 2.15 fugal file	3.0 3.25 8 Inc. fil 2.56 ter off ca	97.1 105.1 ter. 148.8 m chain	62-4400 69.5-4800	9.5	165-175 163 haul.	91.4–2400	600		No ²	Rot.	FF	3.75	40

IMPERIAL BY3, CY1, DY1, EY1. 440 cu. in.	66-69 V8-OHV 70 V8-OHV 5 '68-'69, idle 600	4.32 3.75 44		104 130-16 9.7 110	5 480-2800 — 480-2800 —	500 ³ No 800 No	Rot. FF Rot. FF	4 ³ 45-65 3.25 45-65
Bellett	66-69 4-OHV 1 '69, 81-5200.	3.11 2.96 89	.78 71-50001	8.5 170	81.7-2200 600-650	- No	Rot. FF	2.8 57
JAGUAR 3.8 Mk. II, 3.8 S-type	66-70 6-OHC 67-68 6-OHC	3.425 4.1732 23 3.625 4.1732 25 3.27 4.1732 21 2'69, 245 @ 55 In "Drive" range.	8.4 265-5400 ² 0.6 210-5500 ¹⁶ 600. ³ '69, 600.	9.1 180 9 180 8 155 4'69, XKE, J, 8.5. ¹⁵ Hot.	240-3000 500 283-40004 700 ³ 215-3000 600 ¹⁶ X J, 283 @ 3750. ¹¹ ¹⁶ '68 210 hp. @ 5500;	600 Yes 500 ¹¹ Yes 500 ¹² Yes Park position (Ma Conventional idle	Rot. FF Rot. FF Rot. FF nual trans only, o 700; oil pressure	61 40-45 614 40-4515 5.5 40-4515,16 on XKE); 40 lb. @ 2500 rpm.
KAISER-JEEP 4-75 Engine. 8-327 Vigilante. 6-225 Hi-Torque. V6-225 Dauntless. V8-350 Dauntless.	66-70 V6-OHV 66-70 V6-OHV 68-70 V8-OHV	3.125 4.375 13 4.00 3.25 32 3.75 3.50 23 3.75 3.40 22 3.8 3.850 35 Inlet, Side Exhaust.	145–4400 15 160–4200 10 230–4400	7.44 125 8.7 145 8.5 145 9.0 — 9.0 — ead Camshaft.		— Ex 500 No 550 No — No 650–700 No qt. with filter.	Rot. BP Gear FF Gear FF Gear FF Gear FF	3.3 35 3.3 55 3.3 50 3.3 33 4 ⁵ 37
LAND ROVER Series II 2 ½ litre (88, 109) 2½ litre Diesel (88, 109) 2.6 litre 6 cyl	66-68 4-OHV 67-68 6-OISE ¹	3.563 3.5 13 3.063 3.625 15 3.562 3.50 13	9.5 77–4250 39.5 62–4000 7.5 109–5000 9.5 77–4250 90 mph.	7 145 23 — 8.8 165 7.1 145	124-2500 400-450 103-1750 600 136-3000 850-950 124-2500 750-800	- Ex - Yes	Gear FF Gear FF Gear FF	6.5 55-65 6.5 50-60 7.5 55-65 ² - 50-60
LINCOLN-CONTINENTAL All Continental MK III	SEE FORD SPE	4.38 3.83 46 4.362 3.85 46 CIFICATIONS FO n; '69, 35–60 psi.	365–4600 R 1970.	10.25 180± 10.5 5	20 485-2800 — 500-2800 — hin 75% of highest.	450-575 No 550 No	Rot. FF Rot. FF	5 35-554 4 35-754
MERCEDES-BENZ 180Dc, 190Dc, 200D (diesel)	00-07 4-0HC 66-67 6-0HC 66-67 6-0HC 66-67 6-0HC 66-67 6-0HC 66-67 6-0HC 66-67 8-0HC 68-70 4-0HC 68-70 4-0HC 68-70 6-0HC 68-70 6-0HC 68-70 6-0HC 69 V8-0HV OHC—Overhead c/case, 4 qts., c '69, \$/8, 157-5-'2' 12' 69 v/sest ins	3, 43 3, 29 12 3, 15 2, 87 14 3, 22 2, 86 14 3, 22 2, 86 14 3, 23 2, 87 14 3, 23 4, 81 15 3, 23 4, 81 15 3, 23 4, 81 15 3, 25 3, 638 15 3, 18 2, 866 15 3, 228 3, 102 16 3, 41 3, 102 16 4, 061 3, 74 38 4, 103 102 16 4, 061 3, 74 38 102 16 3, 103 16 4, 061 3, 74 38 103 103 103 103 103 103 103 103 103 103	39.9 135-5600 39.4 146-5600 39.5 147-5400 ⁹ 39.5 157-5400 30.6 31 ⁷ 300-4100 30.7 300 30.7 300 30.7 300 30.7 300 30	5200, idle conv.	145–3800 ¹¹ 161–3800 —	inserts. 9 SE, SI	Gear FF Gear FF Gear FF Gear FF Gear FF&E 400; '69, idle conv L & SEL, 180 hp. idle, 800–900.	@ 5750;

		No. of			Cu. In.	BHP	Comp	pression	Max. Torque	Idle Spee	d (rpm)	Valve	I	Engine Lu	brication	1
MAKE & MODEL	YEAR	Cyls. & Štyle	Bore	Stroke	Disp.	@ rpm	Ratio (To 1)	Pressure	ft. lb./	Conv. Trans.	Auto. Trans.	Seat Inserts	Pump Type	Filter System	Refill (Qts.)	Norma Pres.
AERCURY Comet 200-6 cyl., 1968 Montego	(((9	COLIN	2.40	2.126	200	120, 4400	0.0	175 . 20								
omet 289-V8 (2V)	. 66-67 . 66-67	V8-OHV V8-OHV	3.68 4.0 4.05 4.05	3.126 2.87 3.78 3.78	200 289 390 390	120-4400 200-4400 ⁵ 265-4400 ⁷ 315-4600 ⁸	9.2 9.3 ⁵ 9.5 ⁷ 10.5	175 ± 20 150 ± 20 180 ± 20 190 ± 20	190-2400 282-2400 ⁵ 401-2600 ⁷ 427-2800 ⁹	575–600 575–600 575	500-5251 475-500 475-500 475	No No No	Rot. Rot. Rot. Rot.	FF FF FF	3.75 ⁴ , 10 4.25 ⁴ 4.25 ⁴	35-55 35-55 35-55 35-65
omet 427-V8 (4V, 8). omet, Cyclone, Montego 302-2V, 4V. omet, Cyclone, Montego 390-2V. omet, Cyclone, Montego GT 390-4V. omet, Cyclone, Montego 427-4V-V8.	. 68 . 68 . 68	V8-OHV V8-OHV V8-OHV V8-OHV V8-OHV ORD SPE	4.23 4.00 4.05 4.05 4.23 CIFICA	3.78 3.00 3.78 3.78 3.78 TIONS	427	425-6000 ⁷ 210-4400 ¹² 270-4400 320-4800 390-5600 969-70	11.1 9.5 ¹² 9.5 10.5 10.9	190 ± 20	480-3700 ⁷ 295-2400 ¹² 390-2600 427-3200 460-3200	700 625 625 600	550 550 550 600	No No No No No	Rot. Rot. Rot. Rot. Rot.	FF FF FF FF	5 4 4 4 5	40–55 ¹ 35–60 35–60 35–60 35–60
	torque	00 rpm., ho	ot. 2	In drive V. 410 h	range.	4 Includes 0; 476 ft. lb. inkcase 3.5 c	@ 3400.	8 HP.	engine, 225—335 @ 4800 60. 12 4-	4800, CR 0. 9 HP V, 235 hp.	, 427 @ 3	200.				
ougar 289 V8 (2V) ougar 289 V8 (4V) ougar 390 (HP) ougar 302-2V-4V-V8 ougar 390-2V-4V-V8 ougar 427-4V-V8.	67 68 68 68 SEE F	ORD SPE	CIFICA	3.00 3.78 3.78 TIONS	390 302 390 427 FOR 19	200-4400 225-4800 335-4800 210-4400 ² 270-4400 ³ 390-5600 069-70.	9.5 ² 9.5 ³ 10.9	$ 150 \pm 20 \\ 190 \pm 20 \\ 150 \pm 20 \\ 180 \pm 20^{3} \\ 180 \pm 20 $	282-2400 305-3200 427-3200 295-2400 ² 390-2600 ⁸ 460-3200	575 600 575 625 625	475 475 475 550 550 600	No No No No No	Rot. Rot. Rot. Rot. Rot. Rot.	FF FF FF FF FF	4 4 4 4 4 5	35-55 ¹ 35-55 ¹ 35-65 ¹ 35-60 35-60
	torque	00 rpm. (ho e 427 @ 32	ot). 2	4V, 235	hp. @ 4	4800; CR 10	.5; torque	e 318 ft. lb	o. @ 3200.	* 4V, 32	20 hp. @ 4	4800; CF	R 10.5.; 1	oressure 1	90± 20;	
feteor 240- 6 cyl feteor 28 V8 (2V) feteor 390 V8 (2V) feteor 390 V8 (2V) feteor 428 V8 (4V) feteor 302-2V-V8. feteor 390-2V-V8. feteor 390-2V-V8. leteor 428-4V-V8.	66–67 66–67 68 68 68	V8-OHV V8-OHV V8-OHV V8-OHV V8-OHV V8-OHV V8-OHV	4.0 4.00 4.05 4.13 4.00 4.05 4.05 4.13	3.98 3.00 3.78 3.78 3.98	390 428 302 390 390 428	150-4000 ⁵ 200-4400 265-4400 345-4600 210-4400 270-4400 315-4600 345-4600	9.2 9.3 9.5 10.5 9.5 10.5 10.5	150 ± 20 180 ± 20 190 ± 20 150 ± 20 180 ± 20 180 ± 20 190 ± 20	234-2200 ⁵ 282-2400 401-2600 462-2800 295-2400 390-2600 427-2800 462-2800	500-525 575-600 575-600 575-600 625 625 625 625	500-525 475-500 475-500 475-500 550 550 550 550	No No No No No No No No	Rot. Rot. Rot. Rot. Rot. Rot. Rot. Rot.	FF FF FF FF FF FF FF	3.5 4 4 4 4 4 5	35-60 ² 35-55 ² 35-65 ² 35-60 35-60 35-60 35-60
	2 @ 200	ORD SPE	t. 5	66-'67,	155-4200	, torque 239										
00 V8 (2V) 28 V8 (4V) 10 V8 (4V) Iercury 390-2V-V8 Iercury 390-4V-V8 Iercury 428-4V-V8	66-67 67 68 68 68 SEE F0	V8-OHV V8-OHV V8-OHV V8-OHV V8-OHV ORD SPE		3.78 3.78 3.98 TIONS	410 390 390 428 FOR 19		9.5 10.5 10.5	180± 20 190± 20 190± 20	401–2600 462–2800 444–2800 390–2600 427–2800 462–2800	575–600 575–600 575 625 625 625	475–500 475 550 550 550	No No No No No	Rot. Rot. Rot. Rot. Rot.	FF FF FF FF FF	4 4 4 5 5 5	35–556 35–556 35–60 35–60 35–60
		2000 rpm om for stand	dard tra	ote; All '	68 idle sp n and by	pecs are for 6	engines ed automati	quipped w	ith emission	control. I	For non-er	mission o	control sy	stems, de	ecrease by	y
AZDA 600 Sedan, Estate 800 Sedan 900 Sedan, Estate 100 Coupe	69–70 69–70	4-OHV			_	82.00-5700 104.0-5500 73.0-6000 110-7000	8.6 8.6	162	86,5-2800 109,0-3000 72,0-3500 100,0-4000	600±50 600±50	600±50 600±50	Yes Yes Yes	Roto. ¹ Roto. ¹ Roto. ¹		3.7 4.1 3.2 4.2	64 64 64 64

	. 66 4-OHV 2.543 3.296 67 . 66-67 4-OHV 2.543 3.296 67	94–5500° 8.8 165 110–3000° — 55–5500 8.9 165 61–2750 — 59–5750 8.9 168 62–3250 — 65–6000 8.8 — 72–3000 6504 63500. 4 '69, 1000. 5 '69, 95–5400, 900.	- No Rot. FF 3.75 50-80 - No Rot. FF 4.25 60 - No Rot. FF 3 30-60 - No Rot. FF 3 50
MORRIS 850, 850 Traveller. Mini Cooper ⁴ . Mini Super ⁴ Oxford, Traveller, Series VI.	. 66 4-OHV 2.458 3.202 60.85 . 66 4-OHV 2.478 2.687 51.74 . 66 4-OHV 3.0 3.5 98.9	55-6000 9 150 54-3600 — 34-5500 8.3 — 44-2900 — 61-4500 8.3 165 90-2100 — 48-5100 8.5 165 60-2500 —	110 11011 11 2.5 20 30
	. 66 2-OHC¹ 2.95 2.598 35.6 . 66 2-OHC 2.99 2.59 36.4 ¹ Air cooled. ² Includes transmission an	36-5500 7.6 — — 600 36-5500 7.5 — — — d final drive oil.	No Gear FF 1.62
30 ct. in. V8 (250 hp.) 330 ct. in. V8 (260 hp.) 330 ct. in. V8 (260 hp.) 330 ct. in. V8 (310 hp.) 330 ct. in. V8 (310 hp.) 420 ct. in. V8 (310 hp.) 425 ct. in. V8 (370-375 hp.) 425 ct. in. V8 (360-365 hp.) 425 ct. in. (310 hp.) 425 ct. in. (310 hp.) F85 L6. Toronado 250 ct. in. 6 Cyl. 350 ct. in. V8 2 bbl. & 4 bbl. 440 ct. in. V8 2 bbl. & 4 bbl. 455 ct. in. V8 2 bbl. 455 ct. in. V8 98 & Toronado 350 ct. in. LC. 2 bbl., H.C. 4 bbl.	66-67 V8-OHV 3,9385 3,385 330 66-67 V8-OHV 3,9385 3,385 330 66-67 V8-OHV 4,9385 3,385 330 66-667 V8-OHV 4,125 3,975 400 66-67 V8-OHV 4,125 3,975 425 68-70 V8-OHV 4,126 3,975 425 68-69 V8-OHV 4,126 3,975 425 68-69 V8-OHV 4,126 4,250 455 68-90 V8-OHV 4,126 4,250 455 68-90 V8-OHV 4,126 4,250 455 70 V8-OHV 4,126 4,250 455 70 V8-OHV 4,126 4,250 455 70 V8-OHV 4,126 4,250 455 970, LC, 2 bbl.; HC, 4 bbl., H,P, 325-5 8 70, potion H,P, 320-4200, torque 500-2 370 hp. 6 5400, 10, 5, 500 ft. lb. @ 3600 A/T 575; 400 hp. @ 4800, CR 10, 0, 390 ft CR 10, 25, 360 @ 3600, idle speed 1000. W/Auto. transmission 325 hp. @ 4600 @ 2400, 2* 169, w/SMT, w/AMT 325 hp.	400, R. 10, 5, torque 360–3600, idle 750, 625, option 400, 9°70, 675, 575, 10°70, options 365 hp 60, M/T 750, A/T 650; 375 hp @ 4600, 10. 25, 510 @ 00, A/T 600, 10°66, letstar 88 W/2-bbl, carb., 2 lb. @ 3200; 69, 2 bbl, max. tor. 355–2600, 4 bbl which is 350 @ 4800, CR 10. 5, 440 @ 3200 when 40 ft. lb. @ 3000. 21 W/standard transmission.	3 '70, 240–2000. 4 '70, 750. 5 '70, 600. 10 -4800, 10. 25, 390–3200, 650, 575. 7 '70, 10. 25. 20 4600, C.R. 10. 25, torque 510 @ 3000. idle A/T 575; 20 3000, A/T 600; 390 hp @ 5000, 10. 25, 500 @ 3200, 60–4800; torque 355–2800. 21 CR 10. 25, w/force air engine 325 hp. @ 5400, 1/54andard transmission,
PEUGEOT All 404	68-70 4-OHV ⁵ 2.952 2.519 68.93 70 4-OHV ⁵ 2.952 2.519 68.93 70 4-OHV ⁵ 2.952 2.519 68.93 70 4-OHV ⁵ 2.992 2.76 78.57	70–6100 8.8 — 74.74–3750 — 87–5500 8.35 — 108.5–3000 — * Fuel inj., 103–3000, 4 Fuel inj., 96–5500.	- Yes Gear FF 3.5 21 770 - Gear FF 47 456.7 - Gear FF 4 45 - Yes Rot. FF 3.5 51.126 - Yes Rot. FF 3.5 51.126 - Yes Gear FF 3.5 476 5 Transverse mounted, inclined 20° to front.

MAKE & MODEL	YEAR	No. of Cyls. & Style	Bore	Stroke	Cu. In. Disp.	BHP	Compression		Max. Torque	Idle Speed (rpm)		Valve	Engine Lubrication			1
						@ rpm	Ratio (To 1)	Pressure	ft lb/	Conv. Trans.	Auto. Trans.	Seat Inserts	Pump Type	Filter System	Refill (Qts.)	Normal Pres.
PLYMOUTH 318 V8. BP2, 383 V8 (optional) 440 V8. 426 V8. 225 Slant Six 273 V8. 383 V8 (2 bbl.) 383 V8 (4 bbl.).	66 66-69 66-70 67-68 67-69 1 '67-6 13 BP2 15 '68 1	V8-OHV V8-OHV V8-OHV V8-OHV V8-OHV V8-OHV V8-OHV 58, 750; '69 , 325-4800,	torque 400, C/ 4400.	425-2800 R 9.0, 2 18 '68, 3	60 ft. lb.	230–4400 325–46001 ³ 350–4400 ⁵ 425–5000 145–4000 180–42001 ⁵ 270–44001 ⁷ 325–48001 ⁸ 900, ⁵ Als 68– ⁶ 9, conve @ 2000, con @ 5000, 425 (205; '70, 110.	entional eventiona @ 3200.	130-165 130-165 130-165 ²³ 130-160 ¹⁹ 120-150 130-165 130-165 0. @ 4600, and T idle	16 '68-'6	5005,14 5001 55014,20 50015 55014,22 55016,20 @ 3200, id 69, C/R 9		No No No No No 9, H.P.	400, A/T	'idle 600.	3. 25 3. 25 3. 25 3. 25 3. 25 3. 25 3. 25 3. 25 3. 25	45-65 45-65 45-65 45-65
318 cu. in 383 cu. in. 440 cu. in 440 cu. in. 3-2 bbl.	70 70 70	V8-OHV	3.91 4.25 4.32 4.32 bbl., H.F	3.31 3.38 3.75 3.75 2.330–50	318 383 440 440 00, ratio	230-4400 290-4400 ¹ 350-4400 390-4700 9.5, pres. 11	8.8 8.7 ¹ 9.7 10.5 10, A/idle	100 100 ¹ 110 110 e 700.	320-2000 390-2800 480-2800 490-3200 2 '70, H.P. I	750 750 650 ² 900 M/T 900,	700 650 ¹ 600 ² 900 A/T 800.	No No No No	Rot. Rot. Rot. Rot.	FF FF FF	3. 25 3. 25 3. 25 3. 25	45–60 45–60 45–60 45–60
PONTIAC 75000, 76000 (6 cyl.) 75000, 76000, 76000 (283 V8, 2-bbl. carb.). 75-7600 (327 V8 210 hp.) 75000, 76000 (327 V8, 4-bbl. carb.). 75000, 76000 (396 V8) 75000, 76000 (427 V8 w/4-bbl. carb.). 75000, 76000 (427 V8 w/4-bbl. carb.). 75000, 76000 (350 V8 2, 4 bbl. carb.). 75000, 76000 (396 V8 2 bbl. carb.). 75000, 76000 (396 V8 2 bbl.). 75000, 76000 (427 V8 4 bbl.). 75000, 76000 (427 V8 4 bbl.).	66-67 68 66-68 66-68 69-70 69 70 70 With	V8-OHV V8-OHV V8-OHV V8-OHV V8-OHV V8-OHV V8-OHV V8-OHV V8-OHV	se 3.25	3.25 3.25 3.76 3.76 3.76 3.76 3.76 4.0 4.0 55–3200.	7 Conver	155-4200 195-480014 210-4600 275-4800 325-4800 339-540012 425-5700 250-480019 335-4800 335-4400 390-480016 6, 10,25, ntione li dle 70	10.25 9.0 10.25 12 385 @ 00, A/T	600.	235-1600 285-2400 355-3200 410-3200 460-3600 ¹³ 460-4000 345-32001 ¹⁹ 400-2800 400-2400 500-3400 ²¹ 1 ³ 460 @ 3 ⁴ 1 ³ (8-6), 1 ⁴ 4AT 345-440	750-600 ¹ 750-850 700 700 800 700 700 800 700 14 '6	600 600 600 600 600 67, 195 @ 9; '70, 750	17 No No No No No No No No No No		FF FF FF FF FF FF FF FF FF FF FF FF FF	316 3 3.25 316 316 3.25 3.25 3.25 3.25 3.25 3.25	30-45 ¹⁵ 30-45 50-65 30-45 ¹⁵ 50-75 50-75 50-65 ²⁰ 50-65 ²⁰ 20
389 V8, Std. trans., 252, 256 Series 389 V8, Std. trans., 262, 266 Series 389 V8, Auto. trans., all series 421 V8, W/4-bbl. carb 421 V8 HO W/3-2 carb 400 cu. in. V8 (CR 86:1). 400 cu. in. V8 (CR 10.5:1). 428 cu. in. V8. 428 cu. in. V8 (CR 10.75;1). 350 V8 2 bbl.!	66 66 66 67–69 67–69 68–69	V8-OHV V8-OHV V8-OHV V8-OHV	4.06 4.06 4.06 4.093 4.093 4.12 4.12 4.12 4.12 4.12 4.12 4.12	3.75 3.75 3.75 4.0 4.0 3.75 3.75 4.0 3.746 3.746	389 421 421 400 400 428 428 350	256-4600 333-5000 290-460013,17 338-460014 376-5000 265-460019 290-460017,2 360-460018,24 390-5200 255-4600 265-46002	10.514 10.75 8.6 5 10.5 6 10.518	185-210 185-210 185-210 150-170	388-2400 429-3200 418-2400 ¹³ , 459-2800 ¹⁴ 461-3600 397-2400 428-2500 ¹⁷ , ² 472-3200 ¹⁸ , ² 465-3400 355-2800 397-2400 ²	600 600 600 ²⁰ 5 600 ²⁴	500 50014 600 50021 50023 60028 650 650 650	No No No No No No No No No No No No No	Gear Gear Gear Gear Gear Gear Gear Gear	FF FF FF FF FF FF FF FF	4 4 4 4 5 ²² 5 ²² 5 ²² 4.25 4.25	30-40 30-40 30-40 45-50 30-40 30-40 45-50 45-50 30-40 30-40

```
185-210 500-27004 950
                                                                  360-43004 104
                                                                                                         650
                                                                                                                  No
                                                                                                                        Gear
                                                                                                                             FF
                                                                                                                                     4.25 55-60
                                   1 '70, fitted to Catalina, Executive, Grand Prix, Bonneville.
                                                                                 <sup>2</sup> '70, option 290 hp @ 4600, 10, 185-210, 428 @ 2500.
                                                                                                                            8 '70, option 350 hp @ 5200
                                    10. 25, 445 @ 3000. 4 70, option 370 hp @ 4600, 10. 25, 500 @ 3100. 13 252, 256 Series; 262, 266 Series, 323 4800, torque 429 2800; 252 Series
                                    W/3 x 2 bbl. carb., 338-4800, torque 433-3600. 14 W/3 x 2 bbl. carb., 356-4800, torque 459-3200, comp. 10.75, idle speed w/auto trans., 600 rpm
                                   <sup>17</sup> or 325 hp @ 4800 rpm & 445 ft.1 b. @ 2900 rpm; 333 @ 5000 & 445 @ 3000; 350 @ 5000 & 440 @ 3200; 350 @ 4800 & 440 @ 3000,
                                   18 or 376 hp @ 5100 rpm & 462 ft. lb. @ 3400 rpm, CR 10.75:1. 19 '68, @ 4800. 20 '68-69, 850. 21 '68, 600; '69, 650. 22 '68, 4, 25 qts. 25 '68'-69, 650. 24 '69, 850, w/4 bbl. carb. 1000. 25 or 340 hp. @ 4800, 445-2900. w/MT, AT & Q'jet carb., or 350-5000 & 445-3009, w/MT & AT,
                                    O'jet carb. Grand Prix.
                                                        26 '69, 370-4800.
                                                                      27 '69, Bonneville 360 hp. @ 4600, 472 ft. lbs. @ 3400,
                                                                                                                 28 '69 1000, 650,
Tempest GTO 389 V8...... 66 V8-OHV 4.06 3.75
                                                            389
                                                                  335-50004
                                                                            10.75 170-190 431-32004
                                                                                                                        Gear
                                                                                                                                           30-40
Tempest & '67 Firebird 6 Cyl. (CR 9:1)....... 66-67 6-OHC
                                                 3.875 3.25
                                                                  165-4700
                                                                                  150-170
                                                                            9.0
                                                                                         216-2600
                                                                                                          500
                                                                                                                  No
                                                                                                                        Gear
                                                                                                                              FF
                                                                                                                                           26-36
3.875 3.25
                                                             230
                                                                  207-5200
                                                                            10.5
                                                                                  185-205
                                                                                         228-3800
                                                                                                  600
                                                                                                          500
                                                                                                                  No
                                                                                                                              FF
                                                                                                                                           26-36
                                                                                                                        Gear
6-OHC
                                                 3.875
                                                      3.25
                                                            230
                                                                  215-5200
                                                                            10.5
                                                                                  185-205
                                                                                         240-3800
                                                                                                  600
                                                                                                          500
                                                                                                                              FF
                                                                                                                  No
                                                                                                                        Gear
                                                                                                                                           26-36
3.72
                                                      3.75
                                                            326
                                                                  250-4600
                                                                                  140-160
                                                                                         333-2800
                                                                            8.6
                                                                                                  600
                                                                                                          500
                                                                                                                  No
                                                                                                                              FF
                                                                                                                                           30-40
                                                                                                                        Gear
Tempest & '67 Firebird 326 V8 (CR 9.2:1) . . . . . 66-67 V8-OHV
                                                            326
                                                                  250-4600
                                                                            9.2
                                                                                  185-2009 333-2800
                                                                                                  600
                                                                                                          500
                                                3 718
                                                      3 75
                                                                                                                  No
                                                                                                                        Gear
                                                                                                                              FF
                                                                                                                                           30-40
Tempest & '67 Firebird 326 V8 (CR 10.5:1) . . . . . 66-67 V8-OHV
                                                                  285-5000
                                                                            10.5
                                                                                  170-1908 359-3200
                                                3.72
                                                      3.75
                                                                                                  600
                                                                                                          500
                                                                                                                  No
                                                                                                                       Gear
                                                                                                                              FF
                                                                                                                                           30-40
4.12
                                                       3.75
                                                            400
                                                                  325-4800
                                                                                  185-200
                                                                                         410-3400
                                                                                                  700
                                                                                                          600
                                                                            10.75
                                                                                                                  No
                                                                                                                              FF
                                                                                                                                           45-50
                                                                                                                        Gear
4 12
                                                       3 75
                                                            400
                                                                  325-5200
                                                                            10 75
                                                                                  185-200
                                                                                         410-3600
                                                                                                  1200
                                                                                                          650
                                                                                                                  No
                                                                                                                        Gear
                                                                                                                              FF
                                                                                                                                           45-50
4.12
                                                            400
                                                                  335-5000
                                                                                  185-210
                                                      3.75
                                                                            10.75
                                                                                         441-3400
                                                                                                  700
                                                                                                          600
                                                                                                                  No
                                                                                                                              FF
                                                                                                                                           45-50
                                                                                                                        Gear
4.12
                                                             400
                                                                  360-5100
                                                                                 185-210
                                                                                                  700
                                                                                                          600
                                                                            10.75
                                                                                         438-3600
                                                                                                                  No
                                                                                                                              FF
                                                                                                                                           45-50
                                                                                                                       Gear
                                                            250
                                                                                                                                     4.2511
                                                      3 531
                                                                  175-4800
                                                                            90
                                                                                  150-170
                                                                                         240-2600
                                                                                                  70010
                                                                                                          60010
                                                                                                                  No
                                                                                                                        Gear
                                                                                                                              FF
                                                                                                                                          26-36
Tempest & Firebird 6 Cyl. (215 h.p.)........... 68-69 6-OHC
                                                 3.875 3.531
                                                            250
                                                                  215-5200
                                                                            10.5
                                                                                  185-205
                                                                                         255-3800
                                                                                                  80012
                                                                                                          60012
                                                                                                                  No
                                                                                                                              FF
                                                                                                                                     4 2511
                                                                                                                        Gear
                                                                                                                                          26-36
3 875
                                                             350
                                                                  265-4600
                                                                            9 2
                                                                                  150-170
                                                                                         355-2800
                                                                                                  70013
                                                                                                          60013
                                                                                                                  No
                                                                                                                        Gear
                                                                                                                              FF
                                                                                                                                     4.25
                                                                                                                                           30-40
3 875
                                                      3 75
                                                            350
                                                                  320-5100
                                                                            10.5
                                                                                  150-170
                                                                                        380-320015
                                                                                                  85014
                                                                                                          65014
                                                                                                                  No
                                                                                                                              FF
                                                                                                                                     4 25
                                                                                                                                          30-40
                                                                                                                       Gear
4.12
                                                      3.75
                                                            400
                                                                  265-4600
                                                                            8 6
                                                                                 150-170 397-2400
                                                                                                  70014
                                                                                                          60014
                                                                                                                              FF
                                                                                                                  No
                                                                                                                                     4.25
                                                                                                                                          45-50
                                                                                                                       Gear
4.12
                                                      3.75
                                                                  350-5000
                                                                            10 75
                                                                                 185-210 445-3000
                                                                                                  85014
                                                                                                         65014
                                                                                                                              FF
                                                                                                                  No
                                                                                                                       Gear
                                                                                                                                     4.25
                                                                                                                                          45-50

        Tempest HO 4 bbl.
        68
        V8-OHV

        Tempest (Ram-Air) 4 bbl.
        68-69
        V8-OHV

                                                 4.12
                                                       3.75
                                                            400
                                                                  360-5100
                                                                            10.75
                                                                                 185-210 445-3600
                                                                                                  850
                                                                                                                              FF
                                                                                                          650
                                                                                                                  No
                                                                                                                                     4 25
                                                                                                                       Gear
                                                                                                                                          45-50
                                                 4 12
                                                       3 75
                                                             400
                                                                  360-5400
                                                                            10 75
                                                                                 185-210
                                                                                         445-3800
                                                                                                  100014
                                                                                                         65014
                                                                                                                  No
                                                                                                                       Gear
                                                                                                                              FF
                                                                                                                                     4.25
                                                                                                                                          45-50
4.12
                                                      3.75
                                                             400
                                                                  335-5000
                                                                            10.75
                                                                                 185-210 430-3400
                                                                                                  85014
                                                                                                          65014
                                                                                                                              FF
                                                                                                                  No
                                                                                                                       Gear
                                                                                                                                     4 25
                                                                                                                                          45-5016
400
                                                                  335-530017
                                                                            10.75
                                                                                 185-210 430-360017
                                                                                                  85014
                                                 4.12
                                                      3.75
                                                                                                         65014
                                                                                                                  No
                                                                                                                              FF
                                                                                                                                     4.25
                                                                                                                                          45-5016
                                                                                                                       Gear
3.525
                                                                   155-4200
                                                                                  140
                                                                                         235-1600
                                                 3.875
                                                                            8.5
                                                                                                          630
                                                                                                                  No
                                                                                                                        Gear
                                                                                                                              FF
                                                                                                                                     3.25
                                                                                                                                           30-40
3 745
                                                             350
                                                                   255-4600
                                                                            88
                                                                                  150-170
                                                                                                  800
                                                 3 875
                                                                                         355-2800
                                                                                                          650
                                                                                                                  No
                                                                                                                        Gear
                                                                                                                              FF
                                                                                                                                     4.25
                                                                                                                                           30-40

        Tempest, Firebird, GTO 400 V8 4 bbl.
        70
        V8-OHV

        Tempest, Firebird 400 V8 2 bbl.
        70
        V8-OHV

                                                 4.12
                                                       3.746
                                                             40018
                                                                  330-480019
                                                                            10 25
                                                                                  185-210
                                                                                         430-300019
                                                                                                  950
                                                                                                          650
                                                                                                                  No
                                                                                                                              FF
                                                                                                                                     4.25
                                                                                                                        Gear
                                                                                                                                          55-60
                                                 4.12
                                                       3.746
                                                             400
                                                                   265-4600
                                                                            88
                                                                                  150-170
                                                                                         397-2400
                                                                                                  950
                                                                                                          650
                                                                                                                              FF
                                                                                                                                     4.25
                                                                                                                        Gear
                                                                                                                                          55-60
4.12
                                                       3 746
                                                             400
                                                                   345-5000
                                                                            10 5
                                                                                  185-210 430-3400
                                                                                                  1000
                                                                                                                  No
                                                                                                          750
                                                                                                                        Gear
                                                                                                                              FF
                                                                                                                                     4.25
                                                                                                                                          55-60
GTO 400 V8 4 bbl. Ram Air III, IV....
                                     701 V8-OHV
                                                                   366-510020
                                                                                  185-210 445-360020 95020
                                                 4.12
                                                      3.75
                                                                            10 5
                                                                                                          65020
                                                                                                                  No
                                                                                                                        Gear
                                                                                                                              FF
                                                                                                                                     4.25
                                                                                                                                          55-60
                                     70 V8-OHV 4.151 4.206
                                                            455
                                                                   360-4300
                                                                            10.25 185-210 500-2700 950
455 V8.....
                                                                                                          650
                                                                                                                  No
                                                                                                                              FF
                                                                                                                                     4.25
                                                                                                                        Gear
                                                                                                                                          55-60
                                   4 W/3 car., 360-5200, torque, 424-3600.
                                                                   8 '67, 185-210.
                                                                                9 '66, 150-170.
                                                                                              10 '69, 730, 610,
                                                                                                            11 '69, 3.75.
                                                                                                                        12 '69, 880, 610,
                                   13 '69, 850, 650, 14 '69, 1000, 650,
                                                                15 '69. Firebird models: Tempest models, 330 @ 5100.
                                                                                                                     17 '69, 345 @ 5400, torque 430-3700,
                                                                                                          <sup>16</sup> '69, 30–40.
                                                                19 '70, GTO only 350 hp @ 5000, 445 ft. lbs. @ 3000.
                                   18 '70, Firebird, GTO, Tempest 350.
                                                                                                          20 '70— Ram Air IV; IV 320 hp @ 5500, 445 ft. lbs
                                    @ 3900, idle M/T 1000, A/T 750,
PORSCHE
3 25
                                                             96 5
                                                                   107-5800
                                                                                         86 2-3700
                                                                                                  700-800
                                                                                                                  Yes
                                                                                                                       Gear
                                                                                                                                           28.5
3.15
                                                      2.60
                                                             121.5 148-6100
                                                                            9.5
                                                                                  145
                                                                                         140-4300
                                                                                                  700-800
                                                                                                                  Yes
                                                                                                                        Gear
                                                                                                                              FF
                                                                                                                                     90
                                                                                                                                           28.5
3.25
                                                      2.92
                                                             96.5
                                                                  102-5800
                                                                            9.1
                                                                                  145
                                                                                         86.2-3700
                                                                                                  700-800
                                                                                                            _
                                                                                                                  Yes
                                                                                                                       Gear
                                                                                                                              BF
                                                                                                                                           28.5
                                                                                                                                     4.4
3.15
                                                      2.6
                                                             121.5 180-6600
                                                                            9.8
                                                                                  145
                                                                                         144-5200
                                                                                                  700-860
                                                                                                                  Yes
                                                                                                                        Gear
                                                                                                                              FF
                                                                                                                                     9 5
                                                                                                                                           28.5
2.92
                                                 3.25
                                                            96.5 102-5800
                                                                                  145
                                                                                         98-350011
                                                                                                  800
                                                                                                                              BP
                                                                                                                  Yes
                                                                                                                       Gear
                                                                                                                                     3.5
                                                                                                                                          28.57
                                                            121.5 2
3.15 2.60
                                                                                  1454
                                                                                                  80010
                                                                                                                              FF
                                                                                                                                          28.58
                                                                                                                       Gear
                                     70 SPECIFICATIONS NOT AVAILABLE FROM PORSCHE
                                   <sup>1</sup> Horizontally opposed, Air cooled. <sup>2</sup> T: 125–5800; L: 148–6100; '68 L: 148–6100; E: '69, 158–650; S: '68, 180–6600, '69, 190–6800
                                   <sup>8</sup> T: 8. 6; L: 9; S: 68, 9. 8; E: 69, 9. 1, S: 69, 9. 9. 4 68, T: 140; 69, T: 145; E: 148; S: 150. 5 T: 131@ 4200; L: 145 @ 4200; S: 68, 149 @
                                    5200: '69, E: 145-4500; S: 152-5500. 6 '69, 102-3500. 7 '69, 43 @ 2500. 6 '69, 80 @ 5000. 9 '69, 7, 10 '69, E & S, 950.
                                                                                                                                    11 '69, 102-3500.
RENAULT
2.283 3.1496 51.54 32-4250
                                                                                  150
                                                                                         48-2300
                                                                                                  6008
                                                                                                                  Yes
                                                                                                                       Gear
                                                                                                                                     2.29
                                                                                                                                          34
2 7565 2 835 67 61 50-49008,11 8 5
                                                                                         65-250011
                                                                                                  5508
                                                                                                                       Gear
                                                                                                                  Yes
                                                                                                                                     29
                                                                                                                                          10
8.6
                                                                                  175
                                                                                         81 . 4-250012 700-75012
                                                                                                                  Yes
                                                                                                                       Rot.
                                                                                                                              BP
                                                                                                                                     412
                                                                                                                                          6
                                                 2.933 2.834 76.59 110-6750
                                                                            10.5
                                                                                         92-5000
1000
                                                                                                                  No
                                                                                                                        Gear
                                                                                                                              FF
                                                                                                                                     4.5
                                                                                                                                          50
```

330-48003

185-210 445-2900³ 950

650

No

Gear

400 V8 4 bbl.1

Control of the Contro		No. of			Cu. In	BHP	Con	Compression		Idle Spec	Idle Speed (rpm)		Engine Lu		ubication		34
MAKE & MODEL	YEAR	Cyls. & Style	Bore	Stroke	Disp.		Ratio (To 1)		ft. lb./	Conv. Trans.	Auto. Trans.	Seat Inserts	Pump Type	Filter System	Refill (Qts.)	Normal Pres.	
Renault continued R8S. R10 1300 cc, R12 R16TA, TS.	70 70 1 Rear 8'69-'7	4-OHV mounted.	2.874 3.013 3 Cars 9 '69-'70	3.276 avelle "1 0, 2.75.	78.6 95.45 1100", hi	67–5500 57–4800 ¹³ 80–5000 ¹⁵ 55–5100. 0, R8, R10; 50 0–800, ¹⁴	8.6 5 Remo	ovable slee '69-'70, R& TA only.	8, R10; 46-	650 ¹³ —15 6 72 @ 4	650 ¹⁴ 000 rpm, 2 ie, 57, 1–30 1–5750, 102	000.	12 '69, 80	FF FF FF ⁷ Front-1 -2800, idl			ENGINE
ROVER 3-litre, Mk I, IA, II 2000. 2000TC 2000TC 2000TC 2000TC 3500S.	66–68 66–68 69–70 69–70	4-OHC 4-OHC 4-OHC	3.5	3.375 3.375 3.375 3.375 2.8	120.8 120.8 2 2 215	115-4500 ¹ 90-5000 113.5-5500 99-5000 124-5500 184-5200 Mk II w/au	9 10.0 9.1 10.1 10.5	200 200 190 160 190 185 s hp 129-	164-1500 ¹ 113.5-275 ¹ 126-3500 121-3600 132-4000 226-3000 4750, comp	0 600 600 800 800	450 	Yes Yes Yes Yes Yes Yes 1-3000.	Gear Rot. Gear Rot. Rot. Gear	FF FF FF FF FF FF	5 4 4 4 4.5 4 '70, at 1	55-65 50-60 50-60 50-60 50-60 30-40 ³ 000 rpm.	SPECIFICATIONS
SIMCA 1000	69 69–70 69 70	4-OHV 4-OHV 4-OHV	2.67 2.68 2.91 2.91 2.91 on vibr	2.55 2.56 2.56 2.76 2.76 ation da	57.6 57.6 68.2 73.4 72.4 mper. S	50-5200 55-5600 56-5600 62-5800 62-5800 ervice every	8.2 9.1 9.0 9.6 8.7 spring a		54-2800 57-3300 56.5-2600 65-3600 65-3400 8 At 3000 r	850 850	- - - 850	Yes Yes No No No	Gear Gear Gear Gear Gear	FF ² FF FF FF FF	2.0 2.5 2.5 2.5 2.5 2.5	573 573 60-753 60-752 60	CNO
SKODA 1000 MB, MBX	68-70	4-OHV	2.84	2.67	64.1	45-4650 ² 52-4800 ssure 165, 65	8.3 8.5 ft.lb.@	150 ² 165 3000.	53.5–3000 65–3000	² =	Ξ	No No	Gear Gear	BP BP	3 3	43 43–50	
STUDEBAKER Commander & Cruiser 6-Cyl Commander, Cruiser, Daytona V8	66	6-OHV	3.562 3.875	3.25	194 283	120-4400 195-4800	8.5 9.25	130 150	177-2400 285-2400	500 500	500 500	No No	Gear Gear	FF FF	3.3 3.3	35 35	
SUNBEAM Imp Sedan Mk. II	66-67 66-67 66-68 67-70 69-70	4-OHV V8-OHV8 4-OHV 4-OHV 4-OHV able for ser	3.21 3.21 3.21 3.21 vice	ue 99-3	105.2 ding filte	42-5000 62-4400 164-4400 69.5-4800 99-5500 ¹⁰ 73-4900 94-5200 er. ⁷ Hot, speed 800-85		175-185 150-170 160-180	86.3-2500 258-2200 91.4-2400 103-3700 ¹⁰ 93-2700 ¹³ 100-4000 ¹⁷ ord engine.	600 600 900–950 700–800 7 700–800	14 700-8001 16 15 at 2000 rp	Yes	Rot. Rot. Rot. Rot. Gear	FF FF FF FF FF FF 70, 850.	3.75	507 40–507 30–509 40–55 40–55 40–45 40–50	19/1 Canadian Se
THUNDERBIRD 390 V8. 428 V8. 429-4V-V8.	66–67 68 SEE F	V8-OHV	CIFICA				10.110 10.5 10.5	190± 20 190± 20 190± 20	480–2800	575 575 550 ⁹	475–500 475–500 550 ⁹		Rot. Rot. Rot.	FF FF FF	4 4 4	35-6511 35-6511 35- 7 511	ervice para
TOYOTA Crown, Deluxe, Custom. 700, 700 Deluxe.	66-67	4-OHV	3.46 3.07	3.07 2.88		85–4600 ¹ 35–4600	7.7 ¹	150 ¹ 140	108-2600 43.5-2800	500 700	700	No Yes	Rot. Rot.	FF FF	3.5 2.6	40-45 35.5	DOOR

	67-70 4-OHV 68-70 6-OHC 68-70 4-OHV 69-70 4-OHC 70 4-OHV	3.39 3.15 2.95 2.60 eluxe & Custom,	236.7 135–3800¹ 90.9 74–5000 137 115–5200 65.71 60–6000³ 113.4 108–5500 71.1 73–6000 3R engine, 95–5000 7–2000, idle 500.	7.5 149 8 155 8.8 156 9.1 ³ 170 9.0 164 9.0 170 ,CR, 8, pressure 14 '70, H.P. 155–34	217–2000 ⁴ 500 85–2600 500 127–3600 550 61.5–3800 ⁸ 600 ⁸ 117–3600 600 74.2–3800 500 155@250 rpm. torque 10 800, torque 221–2800,	— No — No 600 Yes 650 Yes 650 No 650 Yes 8-3400. ² Horiz ⁵ From '70.	Gear FF Rot. FF Rot. FF Rot. FF Rot. FF contally opposed.	5.7 44-50 3 40-45 3.87 45-57 2.37 51 3.6 56.9 2.37 51
	66-68 4-OHV 66-68 4-OHV 66 6-OHV 67-68 4-OHV 67-68 6 69-70 6 69-70 4	2.728 2.992 2.728 2.992 2.628 2.992 2.94 2.992 2.94 2.992 2.94 2.992 2.9 2.992 2.9 3.74	130.5 105–47501 70 43–45002 70 63–57509 97, 39 70–5000 122 90–5000 122 95–5000 122 95–5000 122 95–5000 125 104–4500 erald 12/50, 51–520	9 135 8 ² — 9 — 8.75 — 8.5 — 8.5 135 9.25 150 8.5 135 8.5 135 8.5 135 0, CR, 8.5, torque	128-3350 — 61-2250 500 67-23500 650 91-2800 600 145-2900 600 72.9-3000 650 145-3400 800-850 73.3-3000 800-850 143-3000 800-850 63-2600. 3 Mk. II, 6	- No - No - No 500 No - No	Rot. FF	5 75 3.5 60 3.5 60 3.5 45 3.5 40-60 4 45-65 4 40-60 4 40-60 4 40-60
	66-69 V8-OHV 66-70 6-OHV 68-69 V8-OHV 68-69 V8-OHV 70 6-OHV 70 V8-OHV 70 V8-OHV 70 V8-OHV 70 V8-OHV 5'67-'69, 115 @ CR 9. 0, 260 ft. 2'69, 110-140: 'z'	4400. ⁷ Opt., 1 lb. @ 2000, Conv 70, 100. 13 '69.	225 145-4000 383 280-420011 318 230-4400 340 275-5000 198 125-4400 318 320-2000 383 290-440018 440 375-460021 426 425-5000 235-5200, CR 10.5, ventional idle 700, A	19 8, 87,10 120-15 8,4 130-161 10 130-161 10,516 14 100 8,8 100 10,516 14 10,516 11 10	012 155-2400 5508 0 260-16007,10 50010 012 215-2400 5509 012 215-2400 5509 013 215-2400 650 340-3200 70017 180-2000 750 320-2000 750 425-280019 750 480-32002 900 490-4000 900 8 68, 700. 9 68-7 1 68, 300 hp. @ 4400, Cc 1, 15 69, B.H.P. 330-5 390-2800. 20 70, H.P.	200, torque, 410-3	0, A/T idle 600.	3.25 40-65 3.5 45-65 3.25 45-65 3.25 45-65 3.25 45-65 3.25 45-60 3.25 45-60 3.25 45-60 3.25 45-65 3.25 45-65 3.25 45-65 3.25 45-65 3.25 45-65 3.25 45-65 3.25 45-65 3.25 45-65 3.25 45-65
	66-67 4-OHV 67-69 4-OHV 67-69 4-OHV 68-69 4-OHC 70 4-OHV 70 4-OHV 70 4-OHV 5 '66-'67, pressur	e 150-160, idle 55	10 '69, conv., 675-	9.0 135 8.5 180 8.5 180 8.0 125 8.0 180 8.5 180 essure 125, idle 600 725, auto., 650–70	62.3–3000 450–500 94.2-2800 550–600 ⁵ 05.5–3000 450–500 ⁵ 06.5–3000 800–8507 90–3200 6–65010 116–320011 6–65010 16.5–3000 12 127–3400 14 0–650. 7 '69 conv., 850 0, w/120.5 cu. in. engine	7 7 No 7 No 10 No 10 No 13 No 12 No 14 No 60–900, auto., 850–	Gear FF Gear FF Gear FF Gear FF Gear FF Gear FF Gear FF Gear FF Gear FF 12 hp. @ 5400,	2.5 25-35 3 35-45 2.258 40-45 2.58 35-458 4.59 40-55 4.2 40-55 4.2 40-55 4.2 40-55 4.2 40-55 127 ft. lb. @ 3400.
VOLKSWAGEN 1200 Sedan, Karmann Ghia 1500 Sedan, Karmann Ghia 1300. 1300. 1000. VW I-1200 Sedan	66-69 4-OHV ¹ 66-68 4-OHV ¹ 66-69 4-OHV ¹ 70 4-OHV	3.031 2.52 3.27 2.72 3.03 2.72 3.27 2.72 3.03 2.52	72.7 41.5–3900 91.1 53–4200 78.41 50–4600 96.66 65–4600 72.7 41.5–3900	7 130 7.5 135 7.3 135 7.7 135 7.0 128	65-2400 700 84-2800 700 68.7-2600 700 86.8-2800 800 65-2400 500-550	— Yes 9 Yes — Yes 9 Yes — Yes 9 Yes Yes	Gear — Gear — Gear — Gear — Gear —	2.2 28.5 2.2 28 2.2 28 2.2 28 2.2 28.5

		No. of			CI	DUD	Com	pression	Max.	Idle Spee	d (rpm)	Valve		Engine L	ubricatio	n
MAKE & MODEL	YEAR	Cyls. & Style	Bore	Stroke	Cu [·] In. Disp.	BHP @ rpm	Ratio (To 1)	Pressure	ft. lb./	Conv. Trans	Auto. Trans.	Seat Inserts	Pump Type	Filter System	Refill (Qts.)	Normal Pres.
Volkswagen continued VW 1-1600 Sedan, Karmann Chia	70 70 1 Horiz	4-OHV 4-OHV ontally opp	3.36 3.36 posed, ai	2.72 2.72 r cooled.		57–4400 65–4600 0, Karmann	7.5 7.7 Ghia.		81.7-3000 86.8-2800 9 '69, 8	850	875 ² 925	Yes Yes	Gear Gear	Ξ	2.2	28 28
VOLVO P120, P130, P220 engine. P1800, 123GT, 142, 144, 145. 130, 140, 1800. 164. P1800E.	66–70 69 69–70 70	4-OHV 4-OHV 4-OHV 6-OHV 4-OHV	3.313 3.313 3.5 3.5 3.5 3.5	3.15 3.15 3.15 3.15 3.15 9.3.6	108.5 108.5 121 202 121 95 hp. 6	95–54006,7 115–6000 118–5800 145–5500 130–6000 engine from s	8.7 10.0 ² 9.5 9.2 10.5 erial 191	170 170 170 170 170 170 601 on P12	107–35007 112–4000 123–3500 163–3000 130–3500 20, 137760 o	650 650 700 700 900 n P130, 28	700 700 519 on P2	No No No No No 220. 7 6	Gear Gear Gear Gear Gear 7, 100 hp	FF FF FF FF G 5700;	3 3 4.5 3 108 ft. lb	36-85 36-85 36-85 36-85 36-85 ¹ . @ 3500.
WOLSELEY 6/110		6-OHV pt. for file	3.281 ter.	3.5	177.7	120-4850	8.2	165	1 63-27 50	-	-	No	Gear	FF	6.372	25-55

BP-By pass. FF-Full flow. Sh-Shunt type.

PISTON, RING AND PIN DATA

		PIST	ONS				PISTON	RINGS					P	ISTON PI	NS	
MAKE & MODEL	YEAR	Skirt	Over Sizes		Comp	ression			Oil (Control		Dia-	Ial	Over Sizes	Fit	Fit
		Clear- ance	Avail. (Thous.)	No. & Mat'l	Width (mean)	Gap (mean)	Groove Clearance	No. & Mat'l		Gap (mean)	Groove Clearance	meter	Length (mean)	Avail. (Thous.)	Piston (mean)	to Rod
ACADIAN and BEAUMONT																
IL 194, 230, 250 IL 64, 283 V8		.0005-11		2-CI 2-CI	.078		0 .0012–32 0 .0012–32		.188	.035	0005 0005	.9270-3 .9270-3	3	None ⁷ None	$.0002$ $.0002^{5}$	PF PF
396 V8	66-67	.0007-13	1-208	2-CI	.0775	.010-2	0 .0012-32	1-St.	.188	.010-30	.0012-60	.9895-8	2.93-5	None	.0003	PF
230, 250, L6		0005-11	1-20-30 ¹⁸ 1-20-30	2-CI 2-CI		$\frac{7.015^{18}}{.015^{11}}$.0012-27		.188	.035	0005 0005	.9270-3 .9270-3	3	None None	.0002	PF PF
350 V8, 396 V8	68-70	007-1316	1-20-30	2-CI	.077314	.01515	.0012-32	2 1-St.	.188	.035	000512	.9270-3	3	None	.0002	PF
		in, 6, 1, 5	-3-5-10.				-'67. 5 3				ower width			m . 0020-40 8 12 396.	.0017-32;	.0005-65
	18 '69, an	nd 40.	14 '69, .077	5-80, upp	er, lower .	077078	3. ¹⁵ '69,	350 V8,	.018; top	, second	.019; '70, t 7; lower .00	op; lower	.019.	16 '69, 350 V		
AMERICAN MOTORS 327 V8.		0000 15	0.5.10.0				000.4			015.5					DD	
6 Cyl. 199, 232 OHV			2-5-10-2 2-5-10-2		.07766		0 .002-4 0 .0015-35	1-SR 1-SR			5 0005 5 0005	.9307	3.187 3.187	3-5 3-5	PP PP	L
287, 290, 343, 390 V8		.0009-256,	9 2-5-10-2	04 2-CI ¹ 2-CI	.0777		0 .002-4	1-SR	3,5		0005	.93078	3.1878 3.1878	3-5 3-5	PP PP	L
		g chrome					chrome plat	1-SR	8,5 Also 30,		or 1968.	. 93078 5 Two rail		0245 each.	PP	L
	6 Top; be	ottom .00	09-15; '70,	.0005-13	8 390	V8, dian	neter 1.00,	ength, 2						at centre li	ne of piston	pin.
	~ 70, .0	1775. 11	70, 304, 3	90; 560, .	0012-20.	12 70	390, 10 on	ly.								

1	66-67 0016-228 10-20-30 66-68 0016-2210 10-20-30 66 0006-1210 10-20-30 66-68 0002-34 10-20-30 66-68 0022-34 10-20-30 66-68 0002-34 10-20-30 66-68 0005-1110 10-20-30 66-68 0005-1110 10-20-30 67-68 0019-2510 10-20 67-68 0010-1610 10-20-30 68 11-20 68-70 0015-21 10-20 4 Also 40. Sprite III 10-20 14 Also 40. Sprite III 10, 20 c 14 Plain ring. Sprite III 10, 20 c	3-CI 070° 007 3-CI 0625 006 3-CI 069-70 007 3-CI 1262 009 3-CI 1262 009 3-CI 077-8 012 3-CI 093 016 3-CI 0625 009 3-CI 062 015 3-CI 062 015 3-CI 050 015 3-CI 0469 010 3-CI 0469 010 3-CI 062 010 3-CI 062 010	-12 0015-3511 I-CI -11 0015-35 I-CI -12 0015-35 I-CI -14 0015-35 I-CI -17 0015-35 I-CI 003 I-CI 0016-3616 I-CI 0015-35 I-CI 0015-35 I-CI 0015-35 I-CI 0015-35 I-CI 0015 I-CI	1245 .0085 .0026 1245 .007-12 .0015-35 124-5 .007-12 .0015-35 1069-70 .007-12 .0015-35 1262 .009-14 .0015-35 155-6 .008-13 .0016-36 186 .010 .0026 125 .009 .0015-35 125 .009 .0015-35 125 .009 .0015-35 125 .010 .0015-35 124 .010 .0015-35 124 .010 .0015-35 125 .010 .0015-35 126 .015 .0015-35 127 .010 .0015-35 128 .010 .002 129 .002 .002 120 .002 .002 120 .003 .003 120 .003 .0	.624 — — — — — — — — — — — — — — — — — — —	PP L PP FF PP L PP F7 PP L PP F8 PP L PP F8 PP L PP F9 PP F PP F PP F PP F PP F PP F PP
1800, 1800 TI	66-68 .0024-28 ² 10-20 ¹ 3rd, ring, .1990, .013 gap,	1-St .0798 .015 .001-2 clearance. 2 .00	0024–34 2–St . 32 on TI model.	09951 .0151 .0014-241	.8662 — None	L FP
BUICK 425 V8. 198, 225 V6s, 300, 340 V8s. 400, 401 V8. 225 V6, 300, 340 V8. 400, 430 V8. 250, 6 Cyl. 350 V8. 400 V8, 430 V8.	66 .0013-19 ⁹ 5-10-20 ¹ 66 .0005-11 ⁴ 5-10-20 ¹ 66 \$ 5-10-20 ¹ 67 .0011-17 ¹⁸ .010 ⁴ 67 .0007-13 ¹⁵ 5-10-20 ¹ 68-70 .0008-14 ¹⁹ 5-10-20 ¹ 68-670 .0008-14 ¹⁹ 5-10-20 ¹ 68-69 .0007-13 ²⁰ 5-10-20 ¹ 70 .0017-23 5-10-20 ¹	2-CI .077-8 .015 2-CI .077-8 .010 2-CI .077-8 .015 2-CI .0775 .018 2-CI .0775 .018 2-CI .077 .018 2-CI .077 .018 2-CI .077 .018 2-CI .077 .018 4-top only; bottom .0002 m, .00110027. 44 300	-20 003-5	0785-90. 8 '66 top; bot 15 Bottom; .0012-28	. 9994-7 3.52	. 0001 0007-152 0001 0007-132 12 0007-15 - 0001-4 16 0002 0001-4 16 - 0001-4 16
CADILLAC All	67 .0006-10 10	2-CI .0651 .012 2-CI .0777 .019	7 .0022–35 1-St. 0 .0022–391 1-St.	1875 .015-61 None 1885 .035 None 1838 ¹ .035 None	.9996 3.090 — .9996 3.090 — .9994-7 ¹ 3.030 —	0001 PF
	69-70 .0005-11 1-5-20 69-70 .0005-11 ² 1-2-3	2-CI .0629 .015	.0012-27 ¹ 1-St	184-8 .015-55 .0012-50 1880 .015-55 .0005 1880 .015-55 .000054 75, gap .013025. 4 '69	.927 3.00 —	. 00025-356 L
CHEVROLET Corvair	66-69 .0011-35 — 1 '66, .064. ² Minimum	2-CI .06231 .013; Max001. 3 '66, .	3-35 ⁵ .0017-42 1-CI .126. 5 '68-'69, .015.	1235 ⁸ .015–45 ⁶ 0–.006 6 '69, .015–55.	.8001 2.630-50 —	.00015 ² PP
Chevrolet, Chevelle, Chevy II, Corve II. 4-cyl. & 194, 230, 250 II. 6 ⁹	66-70 .0005-11 1-5-20 ¹⁸ 66-67 .0005-11 1-5-20 ¹⁸ 68-70 .0005-11 2-3 ¹⁹ 65-69 .0005-11 ¹ 1-20-30	2-CI .078 .010 2-CI .078 .011 2-CI .078 .010	0-20 .0012-32 1-St. 5 .0012-27 1-St. 0-20 .0012-32 1-St.	188 .035	.9270-3 3 None ¹ .9270-3 3 None .9270-3 3 None .9270-3 3 None .9270-3 -	.0002 PF .0002 PF .0002 PF .0002 PF .0002 PF
CI-Cast iron. CP-Chrome pl	lated. F-Floating. F	P—Finger push. L—L	ocked. PF—Press fit.	PP—Palm push. St-	-Steel. TP-Tin plated.	

		PIST	TONS	1			PISTON	RINGS					P	ISTON PI	NS	
MAKE & MODEL	YEAF	Skirt Clear- ance	Over Sizes Avail. (Thous.)	No. & Mat'l	Width (mean	Gap (mean)	Groove Clearance		Width		Groove Clearance	Dia- meter	Length (mean)	Over Sizes Avail. (Thous.)	Fit to Piston (mean)	Fit to Rod
	66-69 69-70 70 1 325 hp 10 250 c perfor.	.0007-13 ²² .00015-25 .001-20 ²⁴ .0020-28 o. and over, u. in.; botto	1-2-3 ²⁰ 1-2013,15 1-20-308,15 1-20-30 1-20-30 1-20-30 0025, 0025, 0025, 69, al	2-CI 2-CI 5-2-CI 2-CI 2-CI 2-CI 2-CI 3-25 hp. 40; '70, lov so 30; 350 0-30; 335-	.078 .078 .078 .078 .078 .078 and over, wer; upper -370 H.P.,	.0165 ²¹ .010-20 .010-20 .013-23 .010-20 .010-20 .00045-5 .0012-27 ,1-30.	.0012-32 .0012-32 .0012-32 .0012-32 .0017-32 .0017-32 .0017-32 5. * 425 7. * 1230 430-435 H.	1-St. 1-St. 1-St. 1-St. 1-St. 1-ST. 435 hp. cu. in. 6 05-65. P., 1-30-	.188 .188 .188 .088 .188 .188 , also 60. , 1.5-3-5 17 '69, '	.035 .020 .020 .015–55 .035 ²⁴ .035 9 19 ⁴	0005 .0012-60 .0012-6016 .0005 .0005-65 .0005-65 4-'67; 230- 13' Also 30-4 , .013025 .0-20; '70, to skirt .018	.9895-8 .9270-3 .9895-8 .9895-8 -'66-'67; 0. 14 '6	8-'70, .06 Top, 2nd	None None None None 	.0002 .0003 .0003 .00015-25 .0015-25 .0003-4 available fo	PF PF
CHRYSLER 361, 383, 413, 440 V8	2 To .0	0075 (floati	ng). 6 '(66-'69, Int	.078 terference s—1, gap,	.0198 fit; '70, . .015–55,	0015-30 0007-12. diam., 1.09	7 At to	p of skirt	: '68 00	.001-38,9 002500125 70, Gap .01	8 '69	comp. ga	p. 013-23	000452 , stainless s	0007146 teel spacer
	66-69 1 Replac	_ ceable cylin	None der sleeve a	and piston	assemblie	es F	– actory weig	hed and	_ l paired v	vith pisto	ons.	_	-	None ²		
	68-70 68-70 66-70 70 66-70 1 Also 4	.0010-7 .0010-8 .0010-8 .0009-17	25-50-758 25-50-758 25-50-758 25-50-758 25-50-758 2 '68 only	2-CP 2-CP 2-CP 2-CP 2-CP	.0984 .0787 .0787	.010-16 ¹² .010 .010-16 ⁶	.0016-27 .0014-30 .0018-314 .0018-314 .0016-27 .0016-294 00, 240Z; 12	I-CP I-CP I-CP I-CP	.1575 .1575 .1575	.006-12 .010 .006-12	.0010-24 .0016-31 .0010-25 .0010-25 .0016-31 .0010-25 2-25. 5	. 68-69-7	2.568-78 2.835-45 2.854-8 1 2.568-7 2.854-8	8 -	PF L L L L L 40 Z Sports,	PF PF PF L PF L '70 only.
	66-69 66-70 66-70 66-70 68-70 70 6 Servic 14 '68-'7 less st	.0005-15 .0005-15 ¹² .0005-15 ¹² .0025-35 ²⁷ .0005-15 ²⁷ .0005-15 .0005-15 ed with pist '0, .188.	5-20-40 5-20-40 5-20-40 5-20-40 5-20-40 5-20-40 5-20-40 5-20-40 con. 7 (15'69-'70, -chrome faxoander wix	, 225 CID, aced. 2 th chrome	St. 16 16 16 16 16 16 16 16 16 16 16 16 16	'69-'70, .015-55. gments-	22 '69-'7	1-CI ²⁰ 1-CI ²⁰ 1-CI ²⁵ 1-CI ²⁵ 1-CI ²⁵ 1-CI ²⁰ 1-St. 0000 to . '69-'70, 015.	.188 .186 ³⁰ .186 ¹⁶ , ³⁰ .025 ¹⁴ .188 .188 ³⁹ .188 .188 .18005. .170 CID.	015-62 ²¹ .019 ²¹ .015-55 * Interl .015-55 -'70, .00	.001-3 ²⁶ .0002-50 ²³	.9008 12 At .010-25. 24 '69.	top of skir 18 '68- 013-23; '7	3–818 3–8 6,18 3–8 None 3–8 None t, '68–'70, o' '70, none, 0, 010–20,	19 '69, 25 '69_"	.0001-6 8 .0002-7 ³¹ 0007-14 ³¹ 00005 .007-12
FIAT 850 Sedan, Coupe, ² Convertible ²	66-68 66-69 68-70	.0025-33 .012-20 .0031-9	.0079 ¹ .0079 ¹ .0071 ¹ 7-15-23 .0079 ¹	I-CP I-CP I-CP I-CI I-CI	.068 .0779 ¹⁹ .058 .058 .068	.0079 .0118 ¹⁹ .013 .015 .0079	.0017 .0017 .013 .0018	2 ¹⁵ 2 ¹⁵ 2 ¹⁵ 2-CI 2-CI	.0779 ¹⁶ .0779 ¹⁶ .078 ¹⁶ .078 .78 ³	.0079 ¹⁶ .0079 ¹⁶ .008 .0078 .0079	.0017 ¹⁶ .001 ¹⁶ .001 .0020 .001	.7864 .8658 .865 .86 .7864	2.12 2.55 — 2.12	.0079 .0079 .0079 .0079	FP FP FP FP	PF FP PF PF PF

15 Mic	.0157 and .0236	ttom, steel (slotted	.058 .0118 0 eng. 2'70, Se d). ¹⁶ Middle ri	dan only. 3 '70,	Middle ring; botto	.005 .8565 om, width .1545, gap ance .0024, '66, clear	0079 .0079, clearance . rance .0011. 18	FP 0008. Sedan .008–1	PF 6.
289-V8 Falcon ¹ . 66-6i 427-4V-V8. 68 352 V8. 66 427 2x4V. 66-6-6 ¹ Fair std.	.0030-8 3.20 .0020-416 3-20 8 .0042-66 Nil lane Torino; Mus only. 3 At cen	0 ² 2-CI 0-30 2-CI 2-CI tang (2V, 4V); '66-	4 Upper; lowe	.002-4 1-St. .0024-41 ⁴ 1-St. .002-4 1-St. HP); '66-'68, 289 r, .002-4, wear lim	. 1875 . 035 . 1875 . 040 . 187 . 015–66 V8 (2V). ² Also	Snug .9750-3 Snug .9750-3 Snug .9752 30-40; 325 V8, 8; M tang (4V HP), .0030	3.01-4 1-2 ⁵ 3.163 1-2 3.156-70 1-2 3.207 1-2 lustang (2V, 4V) a -38, oil control gap	.0003–5 .0001–3 .0001–3 .0001–3 lso 60; (4V HF	.0001-5 .0001-5 PF
9 '66- 3.01 20 '7	0 0014-205.113-000 0014-2211 20-0 0014-2211 20-0 0018-2615 20-0 0018-2615 20-0 0015-23 3-2 0 0015-23 3-2 0 0015-23 3-2 0 0014-22	20–306 2-CI 30–40 2-CI 0–30° 2-CI 0–30° 2-CI 0–30° 2-CI 0–30° 2-CI 0–30° 2-CI 2-CI 2-CI 2-CI 68. upper, .0009–3 10' 66- 68, 3.49. 4V only. 17'70,	11 '70 0013-21	. 12 '70, . 1885. 'olice & Ram Jet pi	1875 2	Snug .9119-24 Snug .9119-24 Snug .9750-35 Snug .9119-24 Snug .9119-24 Snug .975 Snug .975 Snug .04 Snug .04 Snug .019-24 Snug .04 Snug .019-24 Snug .019-24	3.01-4 ¹⁴ 1-2 ¹³ 3.00-4 ¹⁵ 1-2 3.163 ¹⁷ 1-2 3.170 ¹⁰ 1-2 3.29-10 — 3.29-30 1 3.29-31 1-2 7'68, 042. 4V skirt clearance	.0003-5 .003-5 .0003-5 .0001-5 .0002-4 .0001-3 .0001-3 .0001-3 .0001-03 .0006-8 .0003-5 .0004-22, pin	PF PF PF PF PF PF PF PF PF PF PF PF ²¹ 1200.
.030	7 7 03 .0008-146 2.5 0 .0019-2510 2.5 op of skirt. 2 2	08 2-CI -5-159 2-CI -15-30 2-CI Also 10, 20, 48	.077-8 .009-14 .0801 .0115 .077 .0115 ¹¹ to 11 lb. pull on 7 3 to 17 lb. p	0016-36 1-CI .0016-36 1-CI .0016-36 1-CI .0016-36 1-CI .0015 x 0.5 feeler bull on .0015 x 0.5	.155-6 .009-14 .1583 .0115 .155 .0115 lade (new piston in	.0018-38 .8120-3 .0018-38 .8120-3 .0018-38 .8121 .0018-38 .8119-23 new bore). ⁵ For wo piston grades for	2.8 None 3 2.805 None or piston grades for	00002 00002 .0001-3	.0001-3 .0001-3 .0001-3 .0001-3 d and g Also 30.
	7 .0016 ⁵ 30 ring only. ⁴ A	2-CP ³ t 70 deg. F. 5 1	— . 0286 2-in. wide feeler; 3	0015–35 2 3-4 lb. pull to witho	— 012 Iraw. ⁶ Top ring	0015–35 .9376 g; 2nd, .009–14.	003	PP4	FP4
HONDA Honda S600	67 .0004-12 10- .0028. ² To .0		.098 .010	.0006-18 1-CI	.098 .009	.0006-18 .5904	1.811 —	.00031	.00042
	.0004-12 30 58 F approx.	22 Top ring chrome	— .014-22 plated, 2nd ring co		012	.002–35 .9374–7	_ 3	РР1	FPI
space	10 5 5-2 arance, .00045-75	0-40 2-CI	35. ² Interferer	.0015-30 1-C17 .002-357 6 nce fit. 3 At top 0, gap .013-23, clea	.188 .015-55 of skirt. 5 '68-'	.001-3 1.093 .000-5 1.0936 69, .0002500125; " t to piston .00045-75		7 6 Stainless s	.0007-12 ² .007-12 ² teel
ISUZU 66-7 Also	40–50–60.	'68–'70, .0025.	\$ '68-'70, .001-3.	.0014-29 ³ 1-CI 4 '68-'70, .001-	-3.	.0016-324 .8660-3	TP—Tin plated.	FP	.0001

		PIST	TONS				PISTON	RINGS					PI	STON PIN	IS	
MAKE & MODEL	YEAR	Skirt Clear- ance	Over Sizes Avail. (Thous.)	No. & Mat'l	Comp Width (mean)	Gap (mean)	Groove Clearance	No. & Mat'l	Width		Groove Clearance	Dia- meter	Length (mean)	Over Sizes Avail. (Thous.)	Fit to Piston (mean)	Fit to Rod
JAGUAR 3.8 S-Type 3.8 Mk. II. 4.2, 3.4 litre 340 420 XJ KAISER-JEEP	66 66–70 68 69–70	.0011-174 .0011-174 .0011-17	10-20-30 10-20-30 10-20-30 10-20-30	2-CI 2-CI 2 ⁶ 2-CI	.077 .0782 .0775 .077 .077	.015-20 .015-20 .015-20 .015	0.001-3 0.001-3 0.001-3 0.001-3 0.0025 deg. to pin	18 13 18 17 — axis.	.152 .1555 5 	.011-16 .015-33 .015	.001-3 .001-3 .001-3 .004 6 1 Chrome	.8750 .8751 .8751 .875 .875 .875 .9, 1 CI.	2.840 2.840 3.00 2.84 3.00 7 Maxifle	None None None None	PF PF PF PF FF on, Self ex	PF — — PF FF spanding.
4.75 8-327 6-232 Hi-Torque 6 Dauntless V-6. Dauntless V8.	66-67 66-70 66-70 68-70 2 Also 40	.0009-15 .0009-258 .0005-1110 .0008-14	2-5-10-20-30 5-10-209	0 2-CI ⁵ 2-CI ³ 2-CI 2-CI ne plated.	.0777 .0788 ¹¹ .0775 ¹² 4 2 rai	.010-20	0.0015-35 0.003-5 0.003-5 er. 5 To	1-CI 1-St. 1-St. 1-St. 1-St. p ring cl	.184	.015-35 .015-35 6 Two r	.000-5 .0035-95 .0035-95 ails, .0245	.8120 .9307 .9307 .9396 .9394–7 each.	2.781 3.187 3.187 3.06 3.06	None 3-5 3-5 — —	PP PP .0001 .0001-4	
	66-68 67-68 69-70	.004–5 .0030–5 .0025	10-20-30 ¹ 10-20-30 ¹ 10-20-30 ¹ 10-40 1. 1; No. 2,	2-C	.070 N/A Interferen	.014–19 .017 .017	.0005-20 .0025-35 .0018-38 .002 4 Top; ne	1 1 1-I	.155-6 .155 N/A	.015-20 .010-15 .025 .017	.0005-20 .0025-35 .003 .0005-002 ad push not	1.187 .875 1.0	3.01 - 3.01 100 lb. @	None None None None 50-70F.	00002 00002 ³	
	68 69–70 F	.0014-22 REFER T	20–30 O FORD on ring, .09			.010-031	.0020–35 .027–35	1-St.	. 1875 . 1875	.040	Snug Snug	.9749-52 1.04-403	3.202-12 3.29-31		.0001-3 .0002-4	
	69-70 .		None	2-CI 2-CI Also 40.	.0779 .0779 3 '69-'70	.0115 .0115 top; 2nd	.0014-28 ³ .0014-28 ³ .0012-25	1-CI		.0118 .0118 ference fi	.0012–24 .0012–24 at; 1800 .000	.787		None	4 4 '69 only.	.0004 .0004
	70 70	00121	1-22 ² 1-22	td. 4 4 70, 220D/		_ not suppli		_), 300 SI	_ EL/8, .00	_ 012; 300 S	_ SEL/8 6.3 8	.985 1.024 k 600, .000		No No	PF PF	=
MERCURY Comet 200-6 Cyl Comet 289-V8 Comet 390 V8(2V, 4V, HP) Comet 427 V8	66-67 66 67 1 Also 60	.0014-22 ² .0015-23 .0042-66	3-20 ¹ ,10 3-20 ¹ ,10	2-CI 2-CI 2-CI 2-CI pin bore. imit .006.	.07773 .07773 .0775 .07779 5 Top,		.0019-366 .0019-366 .002-4 .002-4 .0008-14; '0	1-St. 1-St. 1-St. 66-'67,		.035 .042 .040 .040 at centrel	Snug Snug Snug Snug line of pin b	.9119-24 .975 .9750-3		1-2 1-2	.0003-5 .0003-5 .0001-3 .0001-3	PF PF
Cougar 289 V8 (2V, 4V)	67	0018-26	3-20-30	2-CI 2-CI	.0777	.015	.0019-36		. 1875 . 1875	.042	Snug Snug	.9119-24 .9750-3			.0003-5	
Meteor 240 6 Cyl	66-67	0019-27 ⁷ 0020-41 ⁸	3-20 ³ , ¹² 20-30-40 ³	2-CI 2-CI 2-CI	.0777 ⁹ .0777 ² .0776	.015 .015 ¹⁰ .010–20	.0019-36 ⁶ .0024-41 ⁶ .0019-36	1-St.	.187 .1875 .1875	.035 .040 ¹⁰ .042	Snug Snug Snug	.9119-24 .9750-3 .9119-24	3.163	1-2 1-2 1-2.	.0001-3 .0001-3 .0003-5	.0001-5

Meteor 428 V8 (4V)	67 .0015- ² Lower ring, .	23 3-20 ¹² 0935. S Also	2-CI o 60. 6 Lo	.0775 wer .0020)-40.	.002-4 .002-4 7 Top; '66- 5, .010-31,	1-St. -'67, .00	14-22 at	centreline	Snug e. 8 352	.9750-3		1-2	.0001-3 .0001-3 90 eng00	PF
352, 390-V8	66-67 .0015-	41 ¹⁴ 20–30–40 ³ 23 3–20 ¹⁷ 23 3–20 ¹⁷ 7 Top, .020.	2-Cl 2-Cl Lower, .0	.0777 ¹⁵ .0776 .0775	015 ¹⁶ 002-4 015 ⁶	.0024-419 .002-4 .002-4	1-St. 1-St. 1-St.	.1875 .187 .1875	.040 ¹⁶ .040	Snug Snug Snug .0015-23 a	.9750-3 .9750-3 .9750-3	3.163 3.48-50 3.156-70	01-2	.0001-3 .0001-3 .0001-3 Lower ring	.0001-5 PF
200 ¹ , 240 ² 302 2V ³ , 4V ⁴ . 390 2V ⁵ , 4VGT. 427-4V ⁴ ,	68 .0014 68 .0018- 68 .0015- 68 .0030- 68 .0015- 1 Available on Montego.	20 3-20-308 26 3-20-308 23 3-20-308 8 3-20-308 23 3-20-308	2-CI 2-CI 2-CI 2-CI 2-CI 2-CI 2-Meteor, Me	.0775 .0775 .0625 .0775 vailable or ercury, Co	015 020 023 015 Meteor met, Mo	.002-4 .002-4 .002-4 .002-4 .002-4 .3 Avantego & Co	1-St. 1-St. 1-St. 1-St. ilable on	Meteor,	.040 .040 .035 .040 Cougar,	Snug Snug Snug Snug Snug Comet & M	.9114-24 .9114-24 .9750-3 .9750-3 .9750-3 fontego.	3.01-4 3.163 3.163 3.49		.0003-57 .0002-4 .0001-3 .0001-3 .0001-3 ugar, Come 8 Also 40.	PF .0001-5 .0001-5 .0001-5
MG Midget, Midget Mk III. Magnette Mk IV. MCB and GT MG 1100 MGB and GT MG Midget MG Midget	66 .0018 66 .002 67–70 .0018 67 .0005	-11 10-20 -21 10-20	² 3-CI ² 3-CI ² 3-CI 3-CI 3-CI 4-CI Midget Mk II	.070 .0625 .062 .062	.015 .009 .015 .009 .014	.0015-359 .0015-35 .0015-35 .002-4 .00015-35 .002-4 .002 4 Bottom op .007-12,	1-CI 1-CI 1-CI 1-CI 1-CI 1-ST.11 of skirt;	top, .003	.015 .009 .015 .009 .020 6–42; Mi	.0015-359 .0018-38 .0016-36 .0015-35 .0015-35 .0015-35 .002 dget Mk II	.6870 .75 .8125 ¹⁰ .6245 .8124 I, .0005-3		2-4-6 2-4-6 2-4-6 2-4-6 None lain ring; I	.00010 ⁶ .0001 PP PP PP PP PP PP	.0004 L L L F FP PF III .0625.
MORRIS Oxford Series III, IV, V, Mk VI 850	66 .00256 . 66 .0016 . 66 .0006 . 66 .0025	-22 10-20-30	3 3-CI 3 3-CI 3 3-CI 3-CI	.0695 .0620 .070	.0085	.0015-30 .0026 .0015-35 .0015-35	1-CI 1-CI	.1557 .1245 .124-5 .070 .124		.0016-36 .0026 .0015-37 .0015-35 .0015-35	.6870 .562 .624 .624	2.271 2.187 —	4-6 2-4-6 2-4-6 - 2-4-6	.0001 PP PP PP PP	L L L L
NSU All	. 66 0022	-25 —	2-CI	-	-	-	1-CI	-	-	-	.787		1-2	PP	F
OLDSMO BILE 330 V8. 400, 425 V8. F-85 L6. 250-6 Cyl. 350, 400, 455.	. 66-67 .0007 . 66-67 .0005 . 68-70 .0025 . 68-69 ²⁰ ¹ Also 30 for 4 ¹² Lower ring; ¹⁵ Upper, 001 ¹⁹ 455 .002-8	-12 ¹¹ 5-10 ¹ -11 1-2-3 20-30 ²¹ 10-30 25 V8 only.	¹⁰ Two rails ¹³ 2 spring-s 8-'69, 455, '69 11-5: 400,00	.062-51 .0631 .0778 ^{16,23} s, spring st steel rails, 9, 400, .07	2 .013-23 .010-20 .015 .018 ^{17,23} teel, .023 width .0	.0020-38 .002-4 ²² 35-50; spac 02350252 7 400, '69, 021-31,	1-St. 1-St. 1-St. er, steel, 2, gap .0 350, .01	. 137–9. 15–. 055; 5. 18 4 5–125.	18 .015-25 .035 .035 .11 400 spacer, w [00, .024] .21 '69-'7	0005 .001-519,23 I-V8, top .0	140 gap	3.126 2.99-3.1 3 2.98 ottom .000 285	None None 05-10.	.0003-5 .00015-25 .0002 .0003-5	.0008-16 .0008-18
PEUGEOT 403. 404. 404, 204.	. 66 –	None None	2-CI 2-CI 2-CI	.0779	.018 .016 .015–21		1-St 1—		.018 .016 None	.0008 .0009 .001	.866 .866 .8663 ³	2.638 2.756 2.755 ³	2-4 2-4 —	00004² 	F
CI-Cast iron. CP-Chrome p	plated. F-	loating. F	P—Finger pu	ish. L-	Locked	. Pr-	rress fit.	PP-	-Palm pu	isn. St-	-Steel.	TP—Tin	piated.		

		PIST	TONS				PISTON	RINGS					F	PISTON PI	NS	
MAKE & MODEL	YEAR	Skirt Clear- ance	Over Sizes Avail. (Thous.)	No. & Mat'l	Comp Width (mean)	Gap (mean)	Groove Clearance	No. & Mat'l	Width	Control Gap (mean)	Groove Clearance	Dia- meter	Length (mean)	Over Sizes Avail. (Thous.)	Fit to Piston (mean)	Fit to Rod
Peugeot continued 204, 304	70	.0035-50 ring, .0008	None None 3. ² Inte 70, Top; 2r	2-CI ⁴ 2-CI ⁴ erference find, .003.	.0779 .07796 t. 3 20	.0157 ⁵ .0157 ⁵ .04 diam	.002 ⁷ .002 ⁷ 8074, lengt	1— 1— h 2.488.	. 1759 . 1759 ⁸ '70,		.0015 .0015 d, top face n	.8071 .9055 narked	2.4879 2.755 5 '70, To	None .9074 pp; 2nd, .01	F	F F 0, 504,
	66-70 66-70 66-70 66-70 67-69 5 At top	.0005-15 ⁵ -1 .0005-15 ⁵ .0005-15 ¹⁷ .0025-35 ¹⁷ .0005-15 of skirt,	7 5-20-40 5-20-40 5-20-40 5-20-40 5-20-40	2-CI 2-CI 2-CI 2-CI 2-CI 2-CI 2-CI 3-005.	14 '69-'7	.019 ¹⁴ .019 ¹⁸ .019 ¹⁸ .015 ¹⁸ Tinterfere		1-CI ¹⁵ 1-CI ¹⁵ 1-CI 10 Service ainless st	.186 ¹² .188 .025 ¹¹ .188 ed with p	r expand	.001-3 ¹³ .001-3 ¹⁶ .001-3 ¹³ .001-3 ¹² .0002-50 .0002-50 .0-70, none. er with chro		2,965 3.56 2.99 3.56 3.395 ¹⁹ 2.815 '69, .188. segments			00005 188,
2	66-67 . 66-68 . 66-68 . 66-69 . 69-70 . Also 30 lower, . 1 '69, 2n	0005-11 0005-11 0007-13 0009-15 ²² 0005-11 0010-18 0014-20 ²⁴ -40: 10-20-	1-5-20 ¹ 1-20-30 1-20 ¹ 1-20-30 ²² 1-2-3 1-2-3 20-30 -30 only for 5; oil controls 7. 22 '69	ol. '68-'70	.0773 .078 .250, top ,.0012-2	.010-20 .010-27 ¹⁶ .010-20 .010-20 .018 ²⁰ .010-12 .010-20 .0012-35 7. ¹⁸ '6	.0012-32 ²⁰ .0017-32 .0017-32 ; bottom .0	1-St. 1-St. 1-St. 1-St. 1-St. 1-St. 1-St. 1020-40. 15-65. 2-3, com	.188 .188 .189–91 .188 .188 .188 .188 .11 230	.035 .035 .020 .020 .015–55 .020 .035 .0, 1.5–3–1	0005 .0012-60 .0012-60 ¹⁸ .0005 .0005-65	.9270-3 .9845-8 .9895-8 Lower .00	775	None ¹¹ None None None None None None None 17 '68-'70, 23 '66-'6		
	66 . 67–69 . 67–69 . Also 30.	0030-36	5-10-20 ¹ 5-10-20 ¹ 1-2-5 ⁶ 1-2-5 ⁶ lower, 01	2-CI 2-CI 2-CI 2-CI	.078 .078 .078 .078	.02111 .0212 .010-3014 .010-3014	.0015-307 .0015-307 .0015-50 .0015-50 ome plated	1-St 1-St 1-St. ⁵ 1-St. ⁵	. 184 . 184 . 186	.035 .035	.0005-55 .0015-50 .0015-50	.9802 .9800-4 .9802 .9802 10-20-30.	3.25 3.25 3.25 3.25 3.25	1-3 1-3 1-3 1-3 0; lower, .00	.0003-5 .0003-5 .0005-7 .0005-7	PF PF PF PF
Tempest (326 V8) Tempest (6 Cyl.). Tempest & Firebird 326 V8. Tempest & Firebird 230 OHC 6. Tempest & Firebird 350, 400. Tempest & Firebird 350, 400. Tempest & Firebird 250 OHC-6. Tempest, Grand Prix, Firebird 250 6 Cyl. Tempest, Grand Prix, Firebird 250 6 Syl.	66 66 67 67 68–69 70 70 Also 30,	0007-133 5 0005-118 5 00022-28 1 0022-28 1 0025-31 1 0022-8 1 0005-15 2 0005-33 ¹⁴ 5 2 Top;	5-10-20 ¹ 5-10-20 ¹ 1-2-5 ⁶ 1-2-5 ⁶ 1-2-5 ⁶ 1-2-5 ⁶ 1-2-5 ⁶ 1-10-30 ¹¹ 1 lower 013	2-CI 2-CI 2-CI 2-CI 2-CI 2-CI 2-CI 2-CI	.078 .078 .078 .078 .078 .078 .078 .0630 ⁹ .0778 ¹² '66 top	.016-26 ² .010-20 .010-30 .005-25 .020 .015 .015 .015 ¹⁸ .0022-28,	3.0015-307 .0015-307 .0015-50 .0015-50 .0015-50 .0015-50 .0012-2710 .0015-50	1-St. 1-St. 1-St. 1-St. 1-St. 1-St. 1-St. 1-St. 1-St. 1-St.	.186 .186 .078 .188 .186	.035 .035 .005–55 .035 .035 .035 .035 20–30.	.0015-50 .0015-50 .0015-50 .0001005 .0015-50 ⁷ Top; lc	.9802 ower, .001	3.25 3.00 3.25 3.25 3.0 3.00 3.25 5–35, 70, 400 al	1-3 .001-3 1-3 1-3 1-3 1-3 None None	.0003-5 .0003-5 .0005-7 .0003-5 .0005-7 .0003-5 .0015-25 .0005-7 '70, 455, 2	.0008-16 .0008-16 PF PF PF PF PF PF PF PF

911, 911L, 1911S, 911E.	66-67 .00 68-69 .00 68-69 .00 70 SP	020-24 016-24 022-4 PECIFIC	20-40 20-40 ATIONS N	2-CI 2-CI 2-CI 2-CI VOT AVAI 2nd, .0788	.06804 LABLE	.0147 FROM P	0014-20 ² .003-5 .0018-28 .0023-8 ⁵ ORSCHE. top, .0030	I-CI I-CI I-CI		.0039 .016 .0147	.0006-12 .0006-12 .001-2 .0009-20 9, 1.574.	.8661 .866 .866	2.708	00011 .00011–23	PF PF PF PF	F F F F 0 .0029-43.
RENAULT All	Pistons m	natched w	ith replace	3-Cl ^{2,10} able cyl. lin	ers. 2	.005 Chrome t	op ring.	I-CI S Gap	preset.	3 ⁵ Caray	velle S4, R8	, R10, R16	, .0025; F		FP5,6 fit to pisto '69, 2-CI	FP ⁷ on, floating.
ROYER 3 litre	66-70 .0 70 .0	001-15 ² 005-11	10-20	2-CP 2-CI ⁴	.078-79	.014-192		1-CI	.1894	.012-17 .014-19 .015-55 to exceed	.001-3	.625 1.0 .8746 sh at 50-7	2.371-5 2.861 0 deg. F.	Ξ		.0002-6 PP PF ome plated.
SIMCA 1000. 1118, 1204.		007-15		I-CI I-CI ng; lower,			5 .001010 er, lower, .		.0794 5 .0018		*,5 .00101	. 749 .826–.865	2.12 2.51	Ξ	00012-24 PP ²	0001
5KODA 1000 MB. 1100 MB.	66-70 .0 68-70 .0	016-23 0016-23	10-20-30 10-20-30	3-CI 3-CI	.0984		.001-2 .001-2	I-CI I-CI	.0984	.0148 .0148	.001-2 .001-2	=	= -	.020	L L	F
STUDEBAKER All engines	66 .0 1 Also 10 o	005–11 on 6-cyl. e	20-30-40 ¹ eng.	2-CI	.0775	.010-20	.0012-50	1-St.	.188	.035	.0012-50	.9270-3	3.0	None	.0002	PF
SUNBEAM Alpine V, Rapier V. Imp Mk. I, II Mins Deluxe, 1725, S/Wagon Tiger 260. Arrow, Alpine GT ¹⁰ , Coupe ^{II} .	66-68 .0 66-68 .0 67-70 .0 2 ½ in. wie	008-14 0016 ² 021-39 0006-14 de feeler;	15-30 30 20-30-408	2-CP4	aw from 6	.028 ⁷ .010-32 .028 ⁷ dry cylind	.0015-35 .0015-35 .0015-35 .0019-369 .0015-35 er. 4 T	op ring	only.	.012 .015-67 .012	.0015-35 Alpine IV	.9374-77 .6249 .9376 .9121 .9374-8 & Rapier I	3.02	.003 — .003 t 70 deg. F	PP6 PP6 PP6 FP6 PP6	FP6 FP6 FP6 PF FP6
THUNDER BIR D 390 V8. 390 V8 (4V) 428 V8 (4V) 390 V8 (4V) 429 V8 (4V) All Models	67 .0 66–67 .0 68 .0 68 .0	015-23 015-23 015-23 015-23 014-22 EFER T	3–20 ¹⁰ 3–20 ¹⁰ — O FORD	2-CI 2-CI 2-CI 2-CI 2-CI 2-CI SPECIFIC .020. 4	0775	.015 .015 ² .015 .015 .015	.0024-414 .002-4 .002-4 —	1-St. 1-St. 1-St. 1-St.	.1875 .1875 .1875 .1875 .1875	.040 .040 .035 .035	Snug Snug Snug Snug Snug Snug	.9750-3 .9750-3 1.0400-3		1-2 1-2 1-2 ————————————————————————————	.0001-3 .0001-3 .0002-4	PF
	66-67 .0 66-70 .0 67-70 .0 68-70 .0 69-70 .0 1 And 40. 8 Corolla,	0008-22 0012-20 0012-20 0012-20 001-2 2 And 1 10-40 on	25-50-75 ² 10-20-30 ³ 10-20-30 ⁷ 10-60 ⁸ 10-20-30 ⁹ 00; oversize ly. 9 '69	2-CP ⁴ 2-CI 2- 2-CI 2-CP e cylinder l 2-70, also 4	10.					.010 .008 only. ⁵ S	.001-3 .001-3 Second ring				FP FP .0001 .001 PF PP . 7 Also,	.0002-4 .0002-4 .000-2 .0003 PP FP 40-50-60.
CI—Cast iron. CP—Chrome p	lated. I	F-Floati	ing. FP	-Finger p	ush. L	-Locked	. PF-	Press hi	t. PP-	-Palm pu	sn. St-	-Steel.	TP—Tin 1	plated.		

		PIS	TONS				PISTON	RINGS					F	PISTON PI	NS	
MAKE & MODEL	YEAR	Skirt Clear- ance	Over Sizes Avail. (Thous.)	No. & Mat'l	Width (mean)	Gap (mean)	Groove Clearance	No. & Mat'l	Width	Control Gap (mean)	Groove Clearance	Dia- meter	Length (mean)	Over Sizes Avail. (Thous.)	Fit to Piston (mean)	Fit to Roo
RIUMPH R4, TR4A lerald, Spitfire 4, Sports 6	66-68 66-68 67-68 67-68 69-70 69-70	.00118 .0015 .002 .0035 .002	20-30-40 20-30-40 2-40 20 20 20 20 20 3 Sport	2-CS 2-CS 2-CP 2- 2- 2- 5 6, .0015.	.062 .078 .077–8 .0625 .077 .077 .0625 4 '69,	.015 .015 .015 .020 .028 .008 .012-22 at 68 deg		2-CS 1-CS 1-CI 1- 1-	.156 .1552 .1553-63 .1553 .1553 .1553	.015 .0027 .0027 .014 .002 .013 .013	.002 .002 .0007–27 .0015 .0015	.875 .81234 .81242 .8123 .8123 .8124 .8123	2.918 1.957 1.957 	3-5 3-5 — None None	.00005 PP1 PP .0002 PP PP4 PP4	F PP PF .0002 PF PF
	66-69 68-70 68-70 70 70 2 Service clearar	.0005-15 .0005-15 .0005-15 .0005-15 .0025-35 .003-13 ed with pistice .0015-	5-20-40 5-20-40 5-20-40 5-20-40 5-20-40 5-20-40	69, steel ra	and 000:	.015 .019 ¹⁶ .015 ¹⁴ .019 ¹⁴ .018 .013–23 59, .015,	.0015-30 .0015-40 ¹⁴ .0015-30 .0015-30 6 '69-'70 9 '69, sta	1-CI ⁹ 1-CI ⁹ 1-CI ⁹ 5 1-CI ¹² 1-CI 1-CI 0, CID, (inless sto	.1867 .1867 .1867 .188 .188 .188 .188 CI; 225 C	.015 ¹⁰ .019 ¹⁰ .019 ¹⁰ , ¹³ .015–55 .015–55 ID; St.		.984 1.094 .984 .984 1.031 1.094 .188,	2.965 2.815 3.56 2.99 2.99 3.40 3.56 3.66 3.69, 170 (segments. .0102.	3-8 2 3-8 3-8 3-8 None CID, oil rin 10 '69-''	00045-75 0000-5 00045-75 0-0005 0-0005 0001-6 00045-7 g gap 015-70 0015-30	.0001-0 0007-14 .0001- 0000 .006-1 5.0007- -55, gro
	66 67–69 67 68–70 68–70 70 2 Lower	.0006-11 ¹³ .0007-12 .0015-7 ¹⁴ .0009-14 ring, .001-	5-20 5-20 5-20 5-20-40 ¹⁵ 5-20-40 ¹⁵ 5-20	2-CI 2-CI nd push fig ing .008-1	3. 12 P	.008-16 .009-14 .008-16 .0125 ¹⁶ .0135 ¹⁶ .009-14 deg. F, '	9.0016-36 .0015-32 .0019-396 .0015-352 .0015-352 .0015-359 .0019-396 .0019-396 .0019-396 .0019-396	I-CI I-CI I-CI I-CI I-CI I-CI 35. 5 d separa	tely, '69,	.008-16 .009-14 .008-16 .015-55 .015-55 .009-14 without .7871-4,	.0017-37 .0017-37 .0017-37 .0015-35 looseness.	13 '68-'69,	2,550 2,811 12 2,808-1 2,918 2,918 ¹⁷ 2,686 er ring, .00 .0009-14		4 4 .003-5 .003-5 .00015-3 8 To .0937 25-175.	
OLKSWAGEN 200. 300, ⁵ 1500 ⁶ , 1600.	66-70	.0014-22 .0014-22 .0020-27		2-CI 2-CI '66-'68.	<u> </u>	.015 .015 '66-'69.	.0027-354 .0031-434		=	.013	.001-2 .001-2	.7874 .8661	Ξ	Ξ	PF PF	F F
OLVO Il models		.008-164	20-30 ¹ 30 ⁴ '69, top CF	2-CI 2-CI ² 2. 3 '70	.078 .078 . Models 1	.016-22	.0020-36 .0017-28 45, 164, P	1-CI 1-CI 1800E.	.187 .186 4 '70, I	.016-22	.0017-28 .0017-28 clear002,	.866 .866 o/sizes 10	_ 0-20-30.	2-4-8 2-4-6	PP PP	FP FP
VOLSELEY /110	66 1 Also 40		10-20-301	3-CI	. 093	.010	.0026	1-CI	. 186	.010	.0026	875	-	2-4-6	PP	L

VALVE SERVICING

			alve		lve		m to	Ta	appet	1			Seat Rec	onditionir	ng	Oversize	
MAKE & MODEL	YEAR		ace ngle		at		rance		arance	Val	ve Lift	Stone dia	. & angle	Seat	Width	Valve Stems or	Spring Pressure*
		Int.	Exh.	Int.	Exh.	Int.	Exh.	Int.	Exh.	Int.	Exh.	Int.	Exh.	Int.	Exh.	Repl. Guides	Tressure
	66-68 66-70 66-70 68-70 1 .003.	'67, .	3987 in	t. & ex	2996 h. ⁷	. 4 '65 '66, 325 h	11 -'66 w/32 p., .3983;	all '67,	hp. eng., 4614. 8 2	250 IL6, .	.410 & exh. 388. 10	17/8-45 17/8-45 5 327 V8 325 hp., 8	15%-45 -8, int003 84-96@1.	.031-62 .031-62 .031-62 .035, .0155, 88, 11 '6	.062-94 .062-94 .062-94 .062-94 .0305; exh .68-'69, Int. .84@1.70.	OVS1 OVS1 OVS1 OVS1,5 OVS1 003, .01 & Exh00	84/92-1.6606 94-106@1.8810 54-64@1.66 78-86@1.6614 75-, 030, 010-27; '70, .002,
AMERICAN MOTORS Ambassador Classic V8s. 6 Cyl. OHV (199, 232). 290, 343, 304, 360, 390 V8 ¹³	66-70 67-70 1 '67, .0 95-103	@1.8	44.5 '68, .00	10-27. aler op	tion on	.0020 .00171 .001-3 '67, OVS. aly.)	.0020 .0017 ¹ .001-3 8 343, 1 '69, .040	= 360 V8, . -060.		. 42510,1 9 '68, 95	.375 .375 ¹² 4 .425 ¹⁰ ,1 5–105@1.	812. 1	15%-45 — 0 '68, Hi-perseded b	.050-75 .005-658	477. Int. &	OVS 8	85/91-1.812 85/91-1.8129 35-93@1.81210,14 ing pressure valve lift, .457;
AUSTIN Mini, Sprite II, III ¹⁵ Austin-Healey 3000 Al 10 Westminster Mini Cooper, Super A60 Cambridge 1800 1100, America	. 66-68 . 66-69 . 66-68 . 66-70 . 66-70 . 2 Sprite,	Mk I	I; inner	45 50, .00 18, ou	45	.0018 ² .0020 .0025 .0020 .0020 .0020 .002 4 Sprite;	.002-3 .001-2 .0025 .002-3 .002-3 .0025 .0025 Mk II .3	.012H .012H .012 .012 .015 .015C .012	.012H .012H .012 .012 .015 .015C .015C .012 Outer; inne	.3145 .314 .28510 .325 .35214 .31211		134-457 178-45 178-30 134-45 132-45 132-45 132-45 132-45 132-45 132-45 132-45	5-3. 7		. 207 . 2025 prite Mk II 60.5 fitted		37.5-1.2978 55.75 54.26 52.5 79±2 72-1.562518 52.512
BMW 1800, 1800TI	. 66–68 1 To .00	45	45 2 Out	45 er 109-	45 -1.14.	.001-2	.00161	.006-8	. 006-8	.2756	.2756	-	-	.063-79	.079-95	RG	28.9-1.062
BUICK 225 V6. 300, 340 V8. 400, 401, 425 V8. 300, 340 V8. 400, 430, V8. 250 L6. 350 V8. 350 V8. 455 V8.	66 66 67 67-69 68-70 68 69-70 70 1 Top; I .393; S	port t41	Wagon 87, Exh	. 3992	46 46 45 4 To int. & 2.	.001-31 .001-34 .001-3 ²¹ .0015-35 ²¹ .0010-27 .0015-35 .0015-25 ²¹ .0015-35 ²¹ .0015-35 ²¹ .0015-35 ²¹ .0015-35 ²¹ .0015-35 ²¹	.0015-354 .0015-324 .0010-27 .0015-35 .0015-322 .0015-323 m, .0020	8 — 15-30		naximum	.431 ¹⁷ .401 ²² .450 ²⁴ .388 .3766 ²⁹ .4584	134-45 	3, int. & e	.062 .062 .062 .062 .062 	. 23 .006	OVS15 OVS15 OVS15 OVS25 OVS26 OVS27 OVS27 OVS27 (except Spool, .010 ove	64/1.727 64/1.727 46-1.640 ²⁰ 64@1.727 72@1.890 ²⁵ 56-64@1.66 —75±5@1.727 72@1.890 prt Wagon)

H-Hot. † Mean. * In pounds compressed to specified length (valve closed).

C-Cold.

COMEBACKS TAKE A

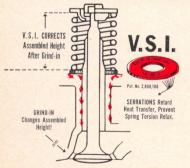


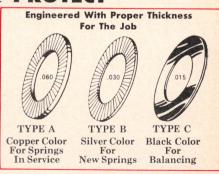
PROFIT BITE

INSTALL PATENTED V. S. I. ON ALL VALVE JOBS NO SELLING NECESSARY!

YOU CAN'T LOSE! They Are ACCEPTANCE GUARANTEED

WEAK SPRINGS MEAN TROUBLE CORRECT & PROTECT





SILVER SEAL PRODUCTS CO., INC. • LINCOLN PARK, MI. 48146

AVAILABLE UNDER MANUFACTURERS OWN BRAND NAME



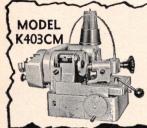
FOR FREE	VALVE SPRIN	G PRESSURE CHART	
Name			
Address			
City	State	Zip	
BRAND	OF V.S.I. USED		

			alve		lve		m to		ppet	V.I.	e Lift		Seat Rec	onditioning	3	Oversize Valve	
MAKE & MODEL	YEAR		ngle		at		ance†	Clea	arance	Valv	/e Lift	Stone di	a & angle	Seat \	Width	Stems or Repl.	Spring Pressure*
		Int.	Exh.	Int.	Exh.	Int.	Exh.	Int.	Exh.	Int.	Exh.	Int.	Exh.	Int.	Exh.	Guides	
CADILLAC All	66-67 68-70 '66, int	44 44 427	44 44 Exh.	45 45 466; '6	45 .0	0005-25 0005-25 1 440.	.0010-25 .0010-25 5 3-6-13 to	- chou. over:	size.	.4503 .440	.4503 .454	2½-454 —	13/4-45	,045-63	.045-63	RG OVS ⁵	60/65-1.946 60-65@1.946
CHECKER 230 6 Cyl. 283 V8. 230 L6. 283 V8. 237 V8, 350 V8 ¹⁰ 307 V8. 250 L6, 350 V8.	67-68 67 67-69 68	45 45 45 45 45 45 8 Int	45 45 45 46 46 45 . & Exh	46 46 46 46 45 46 46 46 46 46 46 46 46 46 46 46	46 .0 46 .0 46 .0 46 .0 V8 78	001-2 0010-27 0010-27 0010-27 0010-27 0019 8/86-1.66 0 From '6	.0023 .0015-32 .0010-27 .0010-27 .0010-27 .0019	3, .015, .0 0, 250; 35		.3355 .355 .355 .3559 .355 .3880 All '68–'69	.335 ⁵ .355 .355 .355 ⁹ .355 .3900 ¹¹ 9 & '70 35	17/8-45 17/8-45 15/8-45 17/8-45 17/8-45 17/8-45 17/8-45 50, 76-846		.031-62 .031-62 .031-62 .031-62 .031-62 .013-62	.062-94 .062-94 .062-94 .062-94 .062-94	OVS7 OVS7 OVS7 OVS7 OVS7	84/92-1.66 ⁶ 54-64@1.66 84-92@1.66 78-86@1.66 ⁸ 76-84@1.70 54-64@1.66 ⁸
CHEVR OLET Corvair, All. Corvair 95, 110 hp	66 67 68–69	45 45 45 386.	45 ¹⁰ 45 45 8 Rer	4510 46 46 olaceab	4510 46 46 ble guid	.001-3 les: .002-	.002 .0014-29 .0014-35 .10-20 (exc	cept turbo	charged er	.3859 .3901 .40911 ng.) also v	.385 .3901 .40911 valve stem	13/8-45	13/8-45 13/8-45 es003-16	.031-62 	.062-94 66 95 h.p.,	8 8 OVS ⁸ int. exh4	78/86-1.660 78-86@1.66 78-86@1.66 403;
	66 66 67 67 68	45 45 45 45 45 45 015,	45 45 45 45 45 45	46 46 46 46 46 46 2 '66,	46 46 46 46 46 6 cyl.	.0019 .0019 .0019 .0019 .0010–27 .0010–27	.0023 .0023 .0023 .0023 .0015-32 .0010-27		4-1.66; '66	.3973 ² .3987 ⁵ .3318 ⁶ .390 .3318 .390 .4 cyl., 7	.3973 ² .3987 ⁵ .3318 ⁶ .410	- 17/8-45 17/8-45 - - 60.				OVS1,4 OVS1,4 OVS1,4 OVS1,4 OVS1,7	84/92-1 660 ³ 78/86-1.66 54-64@1.66 78-86@1.66 54-64@1.66 76-84@1.70
Chevelle 194, 230 L-6 engine	66 67–68 66–68 66–67	45 45 45 45	45 45 45 45	46 46 46 46	46 46 46 46	.0019	.0023 .023 .0023 ¹⁰ .0019		=======================================	.3318 .3318 ⁶ .390 ⁷ .4614	.3318 .3318 ⁶ .410 ^{4,7} .480 ⁹	17/8-45 17/8-45	15/8-45 15/8-45	.031-62 .031-62 .031-62	.062-94 .062-94 .062-94	OVS ² OVS ² OVS ² , ⁵ OVS ²	56/64-1.66 ³ 54-64@1.66 78/86-1.66 ¹¹ 94-106@1.88
396 V8, 325 hp., 350 hp		45 015,	45	46 5 W/	46	0010-25 3, int00	.0012-27 350035-	.015503	05, exh0 Exh480	.398310 003015-		250 IL6,	.388.	7 Before	67, .3987 i	OVS ² nt. & exh.	94-106@1.88
Camaro 230, 250 IL6	67-68 67-68 67-68 250 IL	45 45 45 6, .38	45 45 45 8. 2.0	46 46	46 46 46 15, .03	.00194 .00194 .00177	.0023 ⁵ .0023 ⁴ .0019 ⁴	— — 0155, .030	5; exh., .00	.3318 ¹ .390 .4614 ⁶ 03, .015,	.3318 ¹ .410 .4614 ⁶ .030. 4	17/8-45 68, .0010	-27. 5 °6	.031-62 .031-62 .031-62 .031-62 .8, .0015-3	.062-94 .062-94 .062-94 2. 6'68, 3	OVS ² OVS OVS 3983. 7 '68	54-64@1.66 78-86@1.66 84-96@1.88 3,.0010-25
Corvette, all 327 V8	66-67 67 ⁶ 68	45 45 45 45 5 hp.	45 45 45 45 engines	46 46 46 46 only;	46 46 46 250, 30	.0019 .0019 .0010-22	.0023 .0023 7 .0010-2 7 .0015-3 fore '67, .3	.030 ¹ .024 ⁴ 7 .030 ¹ 2 .024 ⁹	.0301 .0284 .0301 .0289	.48511 .51975 .3907 .4614	.48511 .51975 .4107 .4808	178-45	15/8-45 — — yd. lifters	.031-62	. 062-94 . 062-94 — — 2. 2 Exh	OVS ² OVS OVS OVS 100301	78/86-1.66 94-106@1.88 76-84@1.70 94-106@1.88
All Chevrolet 283, 327 V8 (250, 300 h.p.)	66	45 45	45 45	46 46	46 46	.0021	.0018	020	.024	.3987	.3987 .496	=	=	Ξ	=	OVS6,19 OVS6	78-86-1.66 94/106-1.88

		Val Fa		Val Se			m to		ppet	Valve	Lift		Seat Reco	onditioning		Oversize Valve	
MAKE & MODEL	YEAR	An		An			rance	Clea	rance			Stone dia	. & angle	Seat W	'idth	Stems or Repl.	Spring Pressure*
		Int.	Exh.	Int.	Exh.	Int.	Exh.	Int.	Exh.	Int.	Exh.	Int.	Exh.	Int.	Exh.	Guides	
230, 250 L6. 307, 350 V8's (250, 300, 320 hp.) 400 V8. 350 V8 (350, 375 hp.), 402 V8 (330 hp.). 402 V8 (350, 375 hp.), all 454 V8.	66-68 67 67 69 69 69 69 69 69 6033 22 '66 int 26 W/hy int., .0 70 70 70 70 70 70 70, 236	draulic 30 exh. 45 45 45 45 45 0 L6; '7	0-25, e lifters; 28 45 45 45 45 45 0, 250	xh., .0 396 V W/425 46 46 46 46 L6, .3 0, Spr.	46 46 V8 in 0012-2 8 375 46 46 46 46 46 888. Press	.0010-25 .0019 .0017 .001-27 .0010-27 .0010-25 .0010-25 .0010-25 .0010-25 .0010-25 .0010-25 .0010-25 .0023 .0020 .0020 .0020 .0020 .0020 .0020 .0020 .0020 .0020 .0035	.0010-2 .0012-2 .0012-2 .0012-2 .01550 .6 '68, Exl mechanica 30 h.p. in .0023 .0020 .0020 .0020	7 21 	.4614; '69, 24 int., 028 024. ————————————————————————————————————	.390 .4614— .390 .450 .3983 .4614 .5197 .030. .250 L-6; .3 exh .3908 .4504 .3917 .3908 .4504 .3983 .4504 .3983 .4504 .3983 .4504 .3983 .4504 .3983 .4504 .3983 .4504 .3983 .4504 .3983 .4504 .3983 .4504 .3983 .4504 .3983 .4614 .3983 .3984	230 L-6, 27 W/hy h.p. eng .33171 .4103 .46004 .39835 Int37	17%-45	25 396 V8 fters; 350 1@1.88.	V8 370 h.p. 30 From — — — — — — — — — — — — — — — — — — —	p.; 427 V8 b., w/mech '69. s1 — — — — 81@1.88	anical lifter Also, 427 V OVS ² OVS ² OVS ² OVS ²	54-64@1.66 94/106-1.88 78-86@1.66 84-96@1.88 76-84@1.70 76-84@1.70 76-84@1.70 84-96@1.88 ²⁵ 94-106@1.88 ²⁵ 94-106@1.88 ²⁹ 94-106@1.88, 30 94-106@1.88, 30 76-84@1.70 ³ 76-84@1.70 ³ 76-84@1.70 ³ 76-84@1.88 ⁶ 402 V8, 330 hp., V8, 465 hp.,
CHRYSLER BC1-2. BC3, CC2-3, DC2-3, EC2-3, 383 V8 CC1, DC1, EC1, 440 V8	66-70	45 45 45	45 45 45	45 45 45 45 .005–	45 45 45	.001-3 .001-3 .001-3	.002-4 .002-4 .002-4	94-106@1.8 - - - Exh, valve	Ξ	.390 .425 .425 nt. scat v	.392 .437 .425 ⁹ vidth .06	23/ ₈ -45 	_	.060-85 .063094 .063-94 ⁹ 0, Spring pr	. 047-63	OVS5	100-1.86 125@1.86 ¹ 100@1.86 ^{1,9}
	66	30 30 4 I	45 45 nner 2	6866	45 45 45 61. 9 DS	² ² ³ ⁵ Inner 1 20, 21.	2 2 1.5962	.008C .008C .008H	.010C .010C .010H 9A, '67-'69;	.334 .390 .334 ID19B,	.334 .390 .334 '69; D S	$1\frac{3}{4} - 30$ $1\frac{3}{4} - 30$	15/8-45	.05906 .05906 .05906	.05906 .05906 .05906	None None None	132-1.18114 53-1.456 ⁵ 132@1.18114
	66–67 68–70 66–70 66–70	44.5 45.5 45 45 45.5 70.	45.5 45 45.5 2 Oute	45 45 45.5 45.5 45 r: Inne	45.5 45.5 45 er, 29@	.0012 .002 .0012 .0012 .0011 .0012 01.46. ter; Inner	.0023 .0023 .0016 3 '68 on	.0098 .0169 .0078 .0098	.014 .014 .0118 .0169 .0118 .0118 .00 & S/Waser; Inner, 2	.295 .335 .3944 .335 .457 .413 gon w/Su 0@1.38.	.457 1 .413 carb4	1.77-45 1.48-45 .89-45.5 .89-45.5	1.58-45 1.58-45 1.28-45 Inner; Ou	.063-67 .055071 .067-75 .055	.067-75	RG RG RG	66@1.52 64@1.54 ² 27@1.38 ⁵ 66@1.54 ⁶ 71@1.62 ⁷ 47@1.57 ⁸ Vagon, 64@1.53.
DODGE 6 Cyl. (225 cu. in.) 313, 318, 361, V8. 383. 273 V8.	66 66-70 66-69	45 45 45 45 45	45 45 45	45 45 45 45 45	47 45 45 45 45	.001-3 .001-3 ³³ .001-3	.002-4 .002-4 .002-4 ²³ .002-4 .002-4 ³³	.010H ⁷	.020H .018H ⁷ .021 ²¹ Hyd.	.3626 .370 .430 ⁸ ,28 .395 ²¹ ,28 .425 ²⁶		2-45 21/4-45	1½-45 1¾-45 1¾-45 1¾-45	. 060-85 ²⁷ . 060-85 . 063-94 ²⁹ . 060-85 ²⁹ . 060-85	.040-60 ²⁷ .040-60 .047-63 ²⁹ .040-60 ²⁹	OVS ⁵ OVS ⁵	53-1.69 ^{20,27} 53-1.69 ⁹ 100-1.86 ¹¹ ,15,24 53-1.69 ¹⁹ ,21,30 100-1.86 ¹¹ ,16,26

426 V8	67-70 67-69 68-70 * 361 V8 in 7 318, 361 11 Exh. spi 17 *66, .467 22 '68 Int. valve lift 1.86 for 29 '69. Int.	V8, hyd. li rings; int. l 7. 18'66 valve lift . t .490, Exh H.P. engin	25-1.86. , .473. 372, Exh. 480, spri	.001-3 .001-3 .001-3 .001-3 .5 BD2, 425 .361 V8, 10 .12 Inner, .19 4 bbl. ca .400. 23 .10 g pressure .10 1, 86. .06, 30	.002-4 5, .437, 0-1.86, 105-1.86 rb., 83@1 '68 Int. ve 115@1.3 27 '69-'70 '69, 83-1.	.010H Hyd. 5 .0050 (Int. & Ex. .69. 20 valve lift .4:	h.). 13 4 68–'69, 620 25, Exh. 4 it. valve lift	39434 39022 37231 6 BD1, 4 bbl. carb @1.65. 37. 24 t for High	21 '68, F '68-'69 1: Performa	2-45 45 nported), 15 '67, Hyd., Int. 25@1.86 ance engin	45 int., .394 383 4 bbl valve lift, 4 bbl., 1 ne, .450, 3-1 69:	: .394, Exh 15@1.86; Exh465, 70.63@1.6	@1.86. 390, spri '70, 125@1 spring pres	ng pressu .86. 2 ssure 125(9. Int3	50-1.64 ¹² , ²⁵ 53@1.69 ²⁰ 53@1.68 ^{19,30} 96@1.65 nd '70, 105@1.86. re 92@1.65. 5'68-'70, Int. @1.86 or 115@ 72, Exh400.
FIAT 850 Sedan, Coupe, Conv., Racer 1500 Sedan, Convertible 124 124 Coupe, Convertible 124S Sedan, S/Wagon	. 66-68 4 . 67-68 4 . 68-70 . 70	15.5 45.5 5.5 45.5 45 45 45.5 45.5	45 45 45 45 45 45 45 45 8 Racer (.0009 .0011 .0011 .002 .0009 .0079, stone eters 1.377	.0020 .0024 .0020 .0025 .0011 diameters	.0059 .0079 .005 .017 .008 s 1.142–45, 0–45, Sedar	.0059 ⁵ .0079 ⁶ .005 .019 .008 1.024–45,	.3386 .3307 .3396 .376 .3396 Sedan int .45, Exh.	.376 .3396 .1.06-45	1.3777 45 1.37-45 5, Exh9	45 1.24-45	.079	.40 .40 .075 .079 .75	RG RG RG RG	
Falcon, 144, 170, 200 6 Cyl. eng Falcon 289 V8	. 66 . 67–68 1 .003, .0 collapsed	15, .030.	V8, .082 .0020-37; .022C.	1170 IL6, 152. 4 I '68, .0015- 10 '68 Int.	Int0008 -32. 7 .04-6, Ex	3 8,9 0 IL6, .3675 -25; exh .0 67 with me h07-9.	0018-35; '60 chanical lif 11 '68 .00	6-'67, .00 ters, .018 6-8, sprin	010–27. C. 8. g pressure	17/8-45 17/8-45 066216 5'66-'6 067167 e 71-79@	15/8-45 15/8-45 clearance 7 engines at valve- 1.66,	51/57-1.5 stem tip wi	em tip w/li 9. ith lifter co	OVS ¹ OVS ¹ fter llapsed.	54-1.585 ⁵ 71/79-1.78 57-63@1.64 ¹¹
Fairlane, Torino 170 & 200 6 Cyl Fairlane 289 V8 Fairlane 390 V8 (2V, 4V, HP) Fairlane 427 V8 Fairlane, Torino 289 V8. Fairlane, Torino 390 V8.	. 66 . 66 . 67 . 67–68 . 67–68 2 Int 000 5 200 erg.	and '66-'6	30 45 45 45 45 45 .0018–35; 7 170 eng.,	.0017 .0017 .0019 .0017 '66-'67, .00	9. 6 28	.028C 13,14 .1020 4 .003; .(9 high perf.	w/mech. l	ert int &	& exh., .	178-45 234-45 214-30 178-45 214-45	1 -45 1 ³ / ₄ -45 1 ⁵ / ₈ -45 1 ³ / ₄ -45 6020H.	.040-60 .060-80 .040-60 .040-60 ¹⁶	.040-60 ¹⁵ .070-90 .070-90 .040-60 .070-90 perf. 84/9	OVS ⁴ OVS ⁴ OVS ⁴ OVS ⁴ OVS ⁴ OVS ⁴	48/56-1.585 ⁵ 71/79-1.780 ^{7,15} 80/90-1.820 80-90@1.82 57-63@1.64 80-90@1.82 ¹⁶ al lifters, .018C. sure, 85-95@1.82.
Mustang 170, 200 6 Cyl. Mustang 260, 289 V8s. Mustang 289 V8 (2V, 4V) Mustang 289 V8 (HP). Mustang 390 V8 (HP).	. 66-68 . 66 . 67-68 . 67 . 67-68 1 Int., .00 4 .003, .0	44 44 44 44 44 44 44 44 4008–25, exh 15, .030.	45 45 45 45 45 45 45 45 45 45 0018-35	1 8 .0019 .0019 .0019 2 .066 71/79-1.7	.0019 .0019 .0019 .0019 216 clea	9 10 10 .1020 arance at va perf. 84/92- lent Falcon	9 10 10 .1020 .1ve stem ti	.348 ³ .368 .368 .477 .440	.348 ³ .380 .381 .477 .440 lifter coll 010; exh.,	134-45 178-45 178-45 178-45 214-45 apsed; me .0020-37	18/8-45 15/8-45 15/8-45 15/8-45 15/8-45 13/4-45 echanical	.070-80 ¹¹ .040-60 .040-60 ¹¹ .040-60 .040-60 ¹² lifters, .018	.070-80 ¹¹ .040-60 .040-60 ¹¹ .040-60 .070-90 BC, 3 20	OVS4 OVS4 OVS4 OVS4 OVS4 OV IL6, .3	51/57-1.59 57/63-1.770 ⁵ 57-63@1.64 ¹¹ 83-92@1.77 80-90@1.820 ¹²
(full-size Ford) 240 6 Cyl. 352, 390 V8. 289 V8 (2V). 428 V8 (4V).	. 66 . 66	44 44 44 44 44 44 44 44 29 44	45 45 45 45 45 45 45 45 30 45	.0018	.0018 .0017 .0028 .0017 .0027		.0815 ¹⁴ .0515 ¹⁴ .0815 ¹⁴ .0515 ¹⁴ .028 ¹⁵	.408	.400 .408 .380 .437 .500		15/8-45 13/4-45 15/8-45 13/4-45 13/4-45	.060-80 .060-80 .040-60 .040-60 .060-80	.080-90 ¹⁷ .070-90 .040-60 .070-90 .070-90	OVS4 OVS4 OVS4 OVS4 OVS4	76/84-1.700 94/104-1.8208 71/79-1.78 80-/90-1.82 80/90-1.82

SHOPS WHICH DEMAND THE BEST, BUY



Valve Refacer

The only valve refacer that offers automatic pre-load compensation for wear. Machines retain original fine accuracy throughout years and years of service.

Valve Guide Reaming Tools

These tools can be used to install oversize stem valves or replaceable valve guides on engines which have valve guides cast as part of the cylinder head.



Reseater Tools

Lee reseater tools for installing valve seat rings were the first on the market and today are still the most popular, most universal tools of their kind made.

VALVE SERVICE TOOLS

Seat Grinder

K. O. Lee Valve Seat Grinders will give years of trouble-free service. Pilots are hardened and ground. Driver incorporates a powerful ball bearing type universal motor.



EASTERN REPRESENTATIVE: Scholl & Associates Ltd. 37 Britain St., Toronto

Phone: 416-368-7093

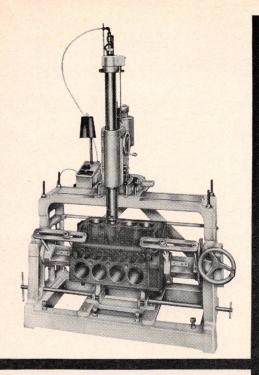
K. O. LEE COMPANY, ABERDEEN, SOUTH DAKOTA WESTERN REPRESENTATIVE: Lyman Agencies Ltd. 311 East 6th Avenue, Vancouver Phone: 604-879-8486

			alve		lve		em to	Т	appet	Val	ve Lift		Seat Rec	onditionin	g	Oversize Valve	
MAKE & MODEL	YEAR		ace ngle		igle		arance†		earance	*41	ve Ent	Stone dia	. & angle	Seat '	Width	Stems or Repl.	Spring Pressure*
		Int.	Exh.	Int.	Exh.	Int.	Exh.	Int.	Exh.	Int.	Exh.	Int.	Exh.	Int.	Exh.	Guides	
1	67-68	.015, .	valve	45 45 7 .06 stem t 3, .002	ip w/h	.0019 .0017 '(lifter c yd. lifter	.001718 collapsed).	8 390	7,16 .1020 V8, 74/84-1 nech. lifters,	.368 .440 .820; 390 .025H, is	.381 .440 0 Police ar nt. & exh.	21/4-45 nd '66 390	134-45		.040–60 .070–90 ¹⁷ ¹² Int000 Mechanical	8-25; exh. lifters, .02	2C.
802 Falcon, Fairlane, Torino, Mustang ¹ 127 Fairlane, Torino, Mustang ¹	68 68 Also fu	44 29 ıll-size	44 44 Ford.	45 30			.0015-32 .0020-34		.015	.368	.381 .490	17/8-45 21/4-30	15/8-45 13/4-45	.060-80	.060-80		71-79@1.66 80-90@1.820
170 6 Cyl. 200 6 Cyl. 240 6 Cyl. 250 6 Cyl. 251 9 Cyl. 252 9 Cyl. 253 1 V8 (2V) 251 V8 (2V) 251 V8 (2V) 251 V8 (2V) 252 9 Cyl. 252 9 Cyl. 253 0 V8 (4V) 254 0 Cyl. 255 0 Cyl. 257 0 Cyl. 258 0 Cyl. 259 0 Cyl. 25	69-70 69-70 69-70 69-70 69-70 69-70 69-70 69-70 69-70 69-70 70 70 70 1 Cleara	44 44 44 44 44 44 44 29 44 44 44 29 ⁹ 29 29 29	44 44 44 44 44 44 44 44 44 44 44 44 44	5 '70, !	51-57@	.0016 .0016 .0018 .0018 .0018 .0018 .0018 .0018 .0018 .0018 .0018 .0018 .0019 .0017 .0017 lifter col	.0018 .0018 .0018 .0023 .0023 .0023 .0023 .0023 .0023 .0023 .0018 .0018 .0023 .0023 .0023 .0023	82 152; 1	1171-3 1451-4 1171-6 1451-4 1171 1171 1131 11501 1501 1251 1251 1251 0258 .15 10 ic valve lifter). 7'7	70, .002.	134-45 178-45 178-45 178-45 2-45 2-45 218-45 218-45 218-45 218-45 218-45 218-45 218-45 218-45 218-30 218-30 218-30 218-30 218-30 218-30 218-30 218-30	1 ³ / ₄ -45 2-45 2 '69, ot, mechan	.040-60 .040-60 .040-60 .040-60 .040-60 .060-80 .060-80 .060-80 .060-80 .060-80 .060-80 .060-80 .060-80 .060-80 .068-80			51/57-1.59 51/57-1.59 76/84-1.70 78-84@1.7³ 71-79@1.66 79-87@1.79 79-87@1.79 85-95@1.82 255-280@1.32 76-84@1.81 240-266@1.30 88-96@1.82 240-266@1.30 88-96@1.82 85-93@1.82 85-93@1.82 85-93@1.82 117. Ram Jets;
FORD (British) Anglia, Consul (60 cu. in. eng.) Anglia, Cortina (73 cu. in. eng.)	66-67	45 45 45	45 45 45	45 45 45	45 45 45	.0019	.0028 .0028 3 .0028	.010H ³ .008C .0012	.017H ³ .018C .0012	.289 .315 .315	.290 .319 .319	11/2-45	11/4-45	- 4 .0625	- 4 .078	OVS ² OVS ²	42.5/47.5-1.26 46.5-1.263
Consul Cortina Cortina 1300, 1600 Cortina 1600 GT.	68-70	45 45	45 45	45 45	45	.0019	.0028 .0025 exh018.	.0095	.019 ⁵ .022 erts used.	.315	.319 .337 nt010, e	13/4-45	1½-45 1½-45	.0625	.078	ovs ovs	44-49@1.263 44-49@1.263
HILLMAN All	66-67	45	45	45	45	.0022	.0033	.012H	.014H pring free lea	ngths qu		134-458 67, 15/8-		.050-70	.050-70	RG	53.7-1.581
HONDA Honda S600	66-67 1 Inner,	45 9.9-1		45	45 1; oute	.0019 r, 23.1-2	.002-4 25.94 @ 1	.008	.008	.035	.040	-	-	.047-66	.047-66	RG	1
HUMBER Super Snipe, V, Imperial	66-67 Series	45 V, Im		45 outer,	45 51 . 5-1	.001-3	.002-4 ner, 24-1.5	.014H 3, spring f	.014H free length q	uoted.	_	13/4-45	11/2-45	.050-70	.050-70	RG	75-1.651
IMPERIAL All		45	45	45	45		.002-4	-	_	. 425	.437	21/4-45	2-45	.060-85	.040-60	OVS1	100-1.864

		Valve Face	Valve Seat	Stem to Guide	Tappet	Valve Lift	Seat Re	conditioning	Oversize Valve	
MAKE & MODEL	YEAR	Angle	Angle	Clearance†	Clearance	Valve Ent	Stone dia & angle	Seat Width	Stems or Repl.	Spring Pressure*
		Int. Exh	Int. Exh	Int. Exh.	Int. Exh.	Int. Exh.	Int. Exh.	Int. Exh.	Guides	
ISUZU Bellett			45 45 60°, 90°, 120	.0021 .0031 2 Outer 60.3	.012 ³ .014 ³ @ 1.575. * '68, In	 t010, Exh012	(Hot).	.047-59 .047-59	RG	25-1.4962
3.4 Mk II, 3.8 and 4.2 engines	. 68	45 45 45 45 outer 48.37	45 45 45 45 5-1.313.	.001-4 .001-4 .001-4 .001-4	.004C .006C .006	.375 .375 .375 .375	17/8-45 18/4-45 17/8-45 13/4-45	.100 .100	RG RG	30.3-1.2191 30.3@1.221
KAISER-JEEP 4-75 Engines 6-232, 8-327 Engine. Dauntless V-6. Dauntless V8.	66-68 66-70 68-70	29 44 45 45 	45 45 30 45 45 45 45 45 75, exh06	.001-3 .002-36 0025 00256		.260 .351 .375 .375 .391 .401 Hyd. Hyd.	2½-45 1¾-45 2-30 1½-30 1¾-45 1½-45 -45 -45	.078-93 ⁵ .078-93 ⁵ .062 .062	RG RG OVS	73-1.66 85/91-1.8125 64-1.64 75@1.727
LAND ROVER Series II, 11A 2½ litre. Series II 2 litre, 2½ litre Diesels 2. 6 litre 6 cyl.	66-68	30 45 45 45 — — inner, 18–1.	30 45 45 45 30 45 37; Inner & c	.001-3 .001-3	.010H .010H .010H .010H .006 .010 ence fit. 3 '69, outo	.257 .257 .262 .279 .390 .444 er 46-1.5, inner, 1	17/8-30 18/8-45 = = = = = = = = = = = = = = = = = = =	ĒĒ	RG RG RG	47-1.50 ² ,3 47-1.50 ²
LINCOLN-CONTINENTAL 462 V8 (4V)	67-68	45.5 45. TO FORD	45 45 45 45 5 44.5 44 SPECIFIC	.0013 .0025 .00017 .00019 5 .0019 .0019 ATIONS FOR '69	.0515 ⁵ .0515 ⁵ 1,5 .075-175 ⁵ .075-175 ⁵ AND LATER MOD	.442 .442 .441 .441 Hyd. Hyd. ELS. 1.083-	2½-45 1½-45 2½-45 1½-45 .183. 4 .003, .(.060-80 .070-90	OVS4	66/74-1.65 66-74@1.65 76-84@1.81 w/hyd. lifter
MAZDA 1500 Sedan, Estate	69–70	45 45	45 45 45 45 45 45 00, 37.07@1	2 8 2 8 .001-3 .015-34 .2402; 1800, 31.3@	.012 .012 .012 .012 .010 .010 1.28. 2.0010–28.	.355 .355 .394 .394 .323 .323 * .0197–374,	1 ³ ⁄ ₄ -45 1 ³ ⁄ ₈ -45 1 ³ ⁄ ₄ -45 1 ³ ⁄ ₈ -45 1 ³ ⁄ ₄ -45 1 ³ ⁄ ₈ -45	.0051 .0051 .083 .055 .069 .055	RG RG RG	14.86@1.1811 ¹ 19.86@1.22 ¹ 46.2@1.380
MERCEDES-BENZ 220D8. 220 230 250 80, 300/8. 300SEL8, 600	69	30 30 45 45 —————————————————————————————————	30 30 45 45 —————————————————————————————————		.004 .016 .003 .007 ⁵ .04 .010 .OM MERCEDES-B			ΞΞ	RG RG	Ξ
Cougar 289 V8 (2V, 4V) Cougar 390 V8 (HP)	66 66 67 67 67 1 003, 1 5 Int., 0 8 289 V8, 67	44 44 44 44 44 44 44 44 44 44 49 44 015, .030. 008–25; exh 71/79–1.78	45 45 45 45 45 45 45 45 45 45 30 45 4 66, .08; 0018-35, 010 06 45 45 45 45	\$.0017 .0017 .0017 .0017 .0018 .0018 .0018 .0017 .0017 .0017 .0017 .0027 .2-152 clearance at 66, .0010-27; 289 \tag{5}216 (lifter collap: .0018 .0018 .0018	.016H4 .016H4 .0515 .05154 10,11 .10,11 10,12 .10,12 .1020 .028C .028C .028C valve stem tip w/lifte (8, int0010-27, exh. led). 11 Mechanica 1,2 .1020 .1020	.348 .359 ² .368 .380 .437 .440 .3675 .3675 .368 .381 .440 .440 .500 .500 .500 .500 r collapsed. .0020-37. 61 llifters, .018C. .368 .381 .440 .440	134-45 134-45 134-457 154-45 214-45 134-45 134-45 134-45 134-45 134-45 214-30 134-45 124-30 134-45 12 Mechanical lif 134-45 154-45 214-45 134-45	ters, .022C. .040-60 .040-60	OVS1 OVS1 OVS1 OVS1 OVS1 OVS1 OVS1 OVS3 OVS3	48/56-1 5856 60-1.778 80/90-1 820 51-57@1.59 57-63@1.64 80-90@1.82 80-90@1.82 57-63@1.64 80-90@1.82

	66-67 66 66 67 67 1 .082	44 44 44 44 44 . 152 at	44 valve	stem t	45 .0 45 .0 45 .0	4 0018 0018 0017 0018 0017 ter co	.0018 .0028 .0017 .0018 .0017 llapsed.	.08-189 .08157 1 7 10,11 .1020 4 .0010-2 0150 (lifts	.08-189 .08157 1 7 .1020 24. 5.0 er collapsed	.408 .376 .368 .437 .368 .440 .4003, .015, dd).		21/4-45 6 390 V8	134-45 158-45 158-45 134-45 134-45 134-45 3, 74/84-1 ollapsed).		.070–90 .080–90 .060–80 .070–90 .040–60 .070–90 80/90–1.82 hanical lifte		94/104-1.820° 76/84-1.700 71/79-1.78 80/90-1.82 57-63@1.64 80-90@1.82
(full-size Mercury) 352, 390 V8s. 428 V8 (4V) 390 (2V), 410 (4V), 428 (4V) V8	66 67 ² Oversi: ¹⁰ At va	lve ste	44 03, .0 m w/h	yd. lift	45 .0 45 .0 0. 4 39 er collaps	ed: '65	66, .05	.1020 820; '66, 80 15.	.1020 /90-1.82.	.408 .437 .440 ⁹ Int. 0-24; exh.	.408 .437 .440 .0010-24 .0020-3	2½-45 2½-45 4, exh0	1 ³ ⁄ ₄ -45 1 ³ ⁄ ₄ -45 1 ³ ⁄ ₄ -45 028-42; '6	.060-80 .040-60 .040-60 .5-'66 exh.	.070-90 .070-90 .070-90 .070-90 .0010-24.	OVS ² OVS ² OVS ²	94/104-1.8204 80/90-1.82 80-90@1.82
	67-70	45.5	45.5	45	45.5 .0	020 020 0020 0020 297.	.0025 .0025 .0025 6 Oute	.012H .018 .012 r; inner, 30-	.012H .018 .012 -1.449.	.2853 .350 .312	.285 ³ .350 .312 inner, 18	11/2-45	1½-45 1½-45 1-45 8-'69, Inr	_ _ ner 25@1.2		RG RG RG 51@1.383	52-1.2915,8 556-1.575 52-7
	66	45 45 45 45 002 to	45 45 45 45 .003.	45 45 45 45 6 Ce	45 .0		.00154 .002-3 .002-3 .0025 7'66, 55-	.012 .012 .015 .012 -1.750.	.012 .012 .015 .012	.285 .285 ⁶ .325 .312	.285 .2856 .325 .312	1½-45 - 1½-45 1½-45	11/4-45	==	=	RG RG RG RG	52.5 52.5 ⁷ 79±2 52.5-
NSU All,	66 Spring	45 free le	45 ength (45 inner a	45 .(and outer)	0006	.0006	.004C	.004C	-	-	-	-	.045-55	. 045–55	RG	1.581
	66-70 66-69 66-67 69 70 70 8 .003,	0, Int. 50 V8 592.	& Exl F85 m	n. guide	46 .0 45 .0 45 .0 45 .0 45 .0 45 ²⁰ .0 8, .010 or c clearance	001-31 001-3 0013 0019 0019 nly.) e .001	0–27; OV Int. and	Trans., .472 S 3–15–30. Exh. ¹⁶ ' 775hp.e ngin	69, Int 0	nt. valve 01-27, Ex	.432 ¹⁰ .435 ¹⁵ .400 ¹⁸ .435 ¹⁹ 70 hp. en lift .418 sh0015	ngine, int.	1482. 1 7 '69, 350;	4 '68, 72± 455GT, 30	0. 18 '70	, 325 hp.,	
PEUGEOT All 204, 404 204, 304 404, 504	67-69 70	30 30 30 30 inner,	45 45 45 45 37.5- Exh.,	30 30 30 30 1.17. .249.	45 .0 45 .0	- 008 010 ⁴ 010 404, 1	.0016 .0016 .0016 .634 Int.,	.004C .004 .004 .004 .1.417 Exh.	.010C .010 .010 .010 .010	.307 .249 .2657 ⁵ .2417 304, 404,	.307 .249 .2657 ⁵ .2444 outer; in	15/8-30 1.378 ² 1.469 1.614 nner 35-4	1½-45 1.181 ² 1.181 1.378 0@1.457;	.060 .059 .047 .047 504 outer	.060 .059 .055 .055 .85–90, inne	RG None OVS OVS r 40-45.	81-1.327 ¹
PLYMOUTH All 6 Cyl All 313, 318 V8 383, 413 V8 440 V8	66 66-67	45 45 45 45	43 ⁷ 45 45 45 45	45 45 45 45	45 .0 45 .0 45 .0	001-3 001-3 001-3 001-3	.002-4 .002-4 .002-4 .002-4	.010 .010H14	.020 .018H ¹⁴	.362 ⁸ ,24 .370 .430 ⁶ .425	.345°,24 .368 .430° .437		1 ½-45 184-45 134-45	.060-85 ²⁰ .060-85 .063-94 .060-85	.040-60 .040-60 .047-63 .040-60	OVS ¹ OVS OVS OVS	53-1.69 ¹⁶ 53-1.69 100-1.86 ⁸ , ¹² 100-1.86 ⁸ , ¹¹

C-Cold. H-Hot. † Mean. *In pounds compressed to specified length (valve closed).









More Than 95 Precision Kwik-Way Machines to Help You Get Ahead

Increase your profit margin by expanding or bringing your shop up to date with quality engineered Kwik-Way machines. Each machine is precision designed to give you trouble-free performance and fast, profitable turnover. Now, there's a Kwik-Way machine for every or any engine rebuilding or brake servicing application—no matter how big or how small the job. Keep your customers coming back by giving them fast, accurate and economical service by turning your shop into a coordinated Kwik-Way shop. Take advantage of all the benefits derived from dealing with one source—Kwik-Way.

Valve Seat Grinders Valve Facers Pin Fitting Machines Rod Reconditioners Cylinder Boring

Machines
Line Boring
Machines
Engine Boring
Fixtures
Crankshaft Grinders
Surface Grinders
Clutch Plate,

Flywheel Grinders Balancing Machines Portable Cranes Hydraulic Shop Presses



Kwik-Way Ward Ltd.

Dept. S, 285 Midwest Road, Scarborough, Ontario

			alve		lve		em to		ppet	Valv	e Lift		Seat Reco	onditionin	ng	Oversize Valve	
MAKE & MODEL	YEAR		ngle		gle		rance†	Clea	arance		-	Stone dia	& angle	Seat	Width	Stems or Repl.	Spring Pressure*
		Int.	Exh.	Int.	Exh.	Int.	Exh.	Int.	Exh.	Int.	Exh.	Int.	Exh.	Int.	Exh.	Guides	
	67 68-70 68-70 1 .005- 9 '66, .4 16 '68-'7 Exh. 3	67. 10 0, 63@ 883 .43	0 '66, .4 01.65. 37, 426	173. 1 17 4 .480, 4	1 '67, 26, Ste 140 .46	.001-31 .64 int. 8 125@1.8	.002-4 .002-4 7 .002-417 6 exh. 3 6. 12 '67, ide clearan Standard	.028 ²³ BP1, BR1 383 4 bbl. ce; Int0 440 & 2 bb	.032 .021H .14 Hyd. .032 ²⁵ .'67-'69, carb., 1256 02-4, Exh. J. 383, 1256 .397, Exh.	@1.86. .003-5; @1.86.	Valve lift	arb., 83@ , Int 490 . 070–90.	P2, int4 1.69. 14 0, Exh4	318 V8, h 480. 18	yd. lifters.	15 318 V8, 425, 426 . 4' 69.	105-1.86° 53@1.6918 53@1.6918 92@1.652° 115@1.861°,25° 66, int. 125-1.86. 4 bbl. carb., .391. 90, 440 .450;
389 & 421 V8s 400 V8 (CR 8.6) 400 V8 (CR 10.5), 428 V8 (CR 10.5) 428 V8 (CR 10.5) 420 V8 (28 V8 (CR 10.5) 420 V8, 428 V8 (All) 400 V8, 428 V8 (HO 454 V8 (345, 390 hp.) 350 V8, 400 V8 (265, 290 hp.) 400 V8 (330, 345, 350, 366 hp.) 455 V8 (360, 370 hp.)	66-68 66-67 66-67 68-69 68-69 69-70 2 003- 8 0035, 18 W/sp 66 67 67 68 69 70 70 70 70 70 70 70 70 76 68 88 89 70 70 70 70 70 70 70 70 80 80 80 80 80 80 80 80 80 80 80 80 80 8	29 29 29 29 29 46 46 45 44 29 29; inner 038 (in 9 & 42 400, 2 /MT I	5, .0305 m., .519 44 44 44 44 44 44 44 44 44 23/29- tt.), to 21 (exce 65 & 29 Int40	int.; 27 int. 30 30 30 30 30 45 459 46 45 30 30 1.48; 0043 (pt trip 00 hp. 77, Exh 8 V8 w 8 V8 w 8 V8 w 8 V8	46 46 ore '67 003, & exh. 45 45 45 45 45 45 45 46 45 45 48 exh.). le 2 bb w/AT; 412.	.00213 .0025 .0025 .0025 .0025 .0025 .0025 .0026 .0024 .0024 .0024 .0024 .0024 .0032 k / 3026 .0031 SM), c	00 exh. 5-84/1.70. 00263 .0030 .0030 .0030 .0030 .0030 .0030 .0030 .0030 .0030 .0030 .0030 .0030 .0030 .0030 .0030 .0030 .0030 .0030 .0030 .0029 .0029 .0029 .0029 .0029 .0029 .0029 .004 .0030	67, int. & e 67, int. & e 9 '67, .461 20 '69, 	4. 14 St 84-96@1.4	per Strat 88, 21 .330 .407 .410 .414 .8 .37610 .41012 .398313 .37614 .41014 .4141, 1.1566; 24 Int407 ? Small	4105.7 .39839 .48018 .388 .3983 .480021 .410 nt0010 .o-Flash; '69, W/3 .411 .4135 .413 .41214 .43018 .41214 .43018 .41214 .43018 .41314 .41	-27, Exh. Std. Strat 90 hp.; w, 2-30	.0015-32 o-Flash, .7335 hp., 1 ³ ⁄ ₄ -45	.330. .3983, .045-71	22 '70', .00', .048-70'	cam., 020 23. 23 77 OVS4 OVS4 OVS4 OVS4 OVS4 OVS4 OVS4 OVS4	71/79-1.696 78/86-1.66019 84/96-1.88 94/106-1.88 94/106-1.88 94/106-1.88 76-84@1.70 int024 exh.70,0020, 7 59-65@1.586 59-65@1.586 59-65@1.586 59-65@1.586 59-65@1.586 59-65@1.586 59-65@1.586 59-65@1.586 94-106@1.8813 59.6-65.6@158 51-66.1@1.5915 9.6-65.6@158 51-66.84 51.566.84 51.566.84 51.566.84 51.566.84
GRAND PRIX, TEMPEST, FIREBI Tempest (326 V8) Tempest (CTO 389 V8). Tempest (230 OHC 6). Firebird (230 OHC 6). Tempest & Firebird 326 V8 Tempest & Firebird 400 V8	66 66 66–67 67	29 29 29 29 29 29	44 44 44 44 44 44	30 30 30 30 30 30 30	45 45 45 45 45 45	.00214 .00214 .0029 .0025 .0025	.00264 .00264 .0034 .0030 .0030	E		.370 .406 ¹⁰ .400 ⁹ .440 ¹² .375 .410 ¹³	. 406 . 409 . 400 ⁹ . 400 ¹² . 410 . 413 ¹³	2-30 	134-45			OVS8 OVS8 OVS8 OVS8 OVS8	55/61-1.53 ¹ , ⁶ 59/65-1.586 ¹¹ 92/102-1.583 ⁹ 92-102@1.581 ² 59-65@1.586 59-65@1.586

		Val Fac			lve		em to	T	appet	V-1	ve Lift		Seat Reco	enditionin	g	Oversize Valve	
MAKE & MODEL	YEAR	Ang			igle		arance		earance	var	ve Lut	Stone dia	. & angle	Seat	Width	Stems or Repl.	Spring Pressure*
		Int.	Exh.	Int.	Exh.	Int.	Exh.	Int.	Exh.	Int.	Exh.	Int.	Exh.	Int.	Exh.	Guides	
	68 69 70 70 70 70 70 70 1 Outer; 6 '66 std.	engine	, oute	er 57/6	46 45 46 45 45 45 45 w/3261	86, inner	23/29-1.		-1.53, inner	.52718 .41421,18 .30/36-1 uter 59/6	48. 4 5-1.586	inner 28/	34-1.563.		ch.).	OVS ⁸ 5 OVS ⁸ 5	97-107@1.586 14 94-100@1.56 59-65@1.58617 54-64@1.66 59.6-65.6@1.58 0.5-80.5@1.818 9.6-65.6@1.58 ²¹
	12 4 bbl. 14 250 6 6 spring 1 59-65@ .413, sp 15 W/2 b	carb., in cyl. 1 bl pressure 1.586; pring pring pring bl. carb Int. 4 Exh. 5	nt4. bl., in 59–6 350 4 ressure 0.; w/ 10, E.	28; exl it. & ex 55@1 4 bbl. v e 59–6 4 bbl. xh4	h438 kh. 400 586; 35 w/AT 5@1.5 carb., 13; 400	s; spring b, spring 50 4 bbl. int. 407 586 (Ram Int. & E. D-HO, In GTO &	59-65@1. pressure 9- w/MT, 40 , exh412 a Air 98-10 xh438; s t414; w Firebird w	586. 13 4–100@1. 00 4 bbl. w 2 (GTO . 4 08@1.582) spring pres 5/400 Ram /Ram air.	ner 28/34-1 Automatic, 663; 250 4 k /AT & MT 10 & .413), 1; 400 Ram sure, 62-68 Air, Int4 93-99@1.7	exh41 bbl. int. & 7, 400 H.O 8, spring p Air w/M @1.633. 14, w/A7	4; 360 hp c exh43 D. 4 bbl. v ressure 59 T int. & 6 16 350 T; w/HT 770. + .01	., int41 .8, spring w/AT int. 9-65@1.5 exh413. V8, w/2 413; 400	4, exh 4 pressure 6 . 407, exh 86; 400 H bbl.; w/4 V8 2 bbl.	2-68@1.0 1411 (G 1.0. w/MT bbl. carb. carbGT	Г & Ram A . & MT, Ir O w/Ram	at414, Ex Air IV opt	tion,
	66-67 67-69 68-69	pring; i	ICA7	.33.	491	IT Int	.0025 .0027 .ABLE FF	.350, 9111	L, 911E Int	.433 .440 .457 .433	.354 .415 .406 4 .354 xh382.	1 ³ ⁄ ₄ -45 1 ³ ⁄ ₄ -45 1 ⁵ ⁄ ₈ -45	13/4-45 13/8-45	.0492 .0492 .0492	.055-67 .061 .061 .061	RG RG RG RG IE, outer 4	85 ² 44.1 @ 1.42 ————————————————————————————————————
RENAULT 845cc. 1108, 1300 cc. R16. R8 Cordini R16TA R16TS.	66-70 66-70 67-70 69-70 70	30 45 45 45 45 45 45 8 Cara	30 45 45 45 45 45 45 avelle	30 45 45 45 45 45 45 116-3	30 45 45 45 45 45 45 0.	.0027 .001 .001-3	.0039	.006C .007 ² .008C .008C .008C	.008C .009 ² .010C .012C .010C	.226 .281 .318 .351 .319 .342 '69-'70, in	.236 .278 .294 .331 .295 .342 nnner, oute	1.3-45	1.2-45 1.3-45	.039–58 .055–59 .063–94 .067 .051–63 .059–71	.050-70 .067-71 .063-94 .060 .067-79 .067-79	RG RG RG OVS ⁴ OVS ⁴ '70, inner;	26.4-1.22 29.7-1.26 99@1.156 28@.906 ³ 20@.750 ⁵ 35@.968 outer 99@1.140.
ROVER 3 litre. 2000. 2000. 3500S.	66-68 69-70	30 30 30 45	45 45 45 45 7 1 8	30 30 30 46 2@59	45 45 46 46 5	.0015 .002 .002 .001–3	.0017 .0025 .003 .001–3	.006H .0085 .008-10 Hyd.	.010H .0135 .013-15 Hyd,	.444 .370 .370 .39	.397 .370 .370 .39	Ξ				RG RG RG	 1.44@ <u>32</u> .3¹
SIMCA 1000 1118, 1204 ¹ .	66-69	45 45	45 45	44 44	44 44	.0015	.0015	.014H .012H	.014H .013H	.295	.295	18/6-45	11/4-45	_	Ξ	OVS ³ RG	46.3@1.141

1204	70 1 Not '70	45 8	45 .010.	44	44	.0017	. 0029	.012H	.014H	.3378	.3190	-	-	-	-	RG	72.8@1.417
SKODA 1000 MB	66-70	45	45	45	45	.0005	.0010	.006	.008	_	-	11/4-45	11/4-45	. 067–79	.067-79	RG	
	66 V839	45 87.	45 6 .003	46 015-		.0021	.0018	-	-	.33181	.33181	17/8-45	15/8-45	.035-60	.062-93	OVS*	78/86-1.660
SUNBEAM Imp Mk II Tiger 260. Rapier V, Alpine V. Arrow, Alpine Coupe ¹ . Alpine GT	66-68 66-68 67-70	45 44 45 45 45 R & R ead to	45 guides	45 45 45 45 45 with a	45 45 45 alloy he	.002-3 .0016 .0022 .0023 .0023 ead heate 0, inner	.002-3 .0026 .0032 .0033 .0030 ed to 425 35.9@1.	.012 .012 .012 F. 6 Hyd.	.010-12C 6 .014 .014 .014 lifters; .08		t valve s	$1\frac{15}{32} - 45$ $1\frac{5}{4} - 45$	136-45	.060-70 .060-80 .050-70 .050-70 .05-7 lapsed. 7	.060-70 .060-80 .050-70 .050-70 .05-7 .003015	RG ⁵ OVS ⁷ RG ⁵ RG RG ¹⁰ 030.	31-1.18 60-1.77 70.81-1.55 ⁸ 83@1.58 70.81@1.55 ¹¹ 8 Inner 35.9-1.43.
THUNDER BIRD 390 Engine 428 V8 (4V) 390, 428 V8 (4V) 390, V8. 429 V8. All models.	66 67 68	44 44 45 45 REFE 015, .0	44 44 45 45 R TO	45 45 45 45 45 FORI 2 .00	45 45 45	.0017 .0017 .0017 .0017 .0019 CIFICA 3 66,	.0017 .0017 .0027 .0019 TIONS. .0010-2	4 .1020 Hyd. Hyd. 4. 4.05-	4 .1020 Hyd. Hyd.	.437 .437 .440 .437 .443	.437 .437 .440 .437 .485 p w/lifte	21/4-45 21/4-45 21/4-45 ———————————————————————————————————	134-45	.060-80 .040-60 .040-60	.070-90 .070-90 .070-90	OVS1 OVS1 OVS1	80/90-1.820 80/90-1.820 80-90@1.82 85-95@1.82 76-84@1.81
Crown, Deluxe, Custom. 700, 700 Deluxe. Land Cruiser FJ40, FJ45, FJ55. Corona. Crown. Corolla. Corona RT62-72 Mk II, Hi-Lux8.	66-67 66-70 66-70 68-70 67-70 69-70 Outer,	0 1 70	45 45 45 1.9016.	45 45 45 ust. 5	45 45 45 45 45 45 Seat cu 3–61 @	1.717.	5 Inn	.008 .010 .004 ⁶ .008H .5°. 3 Ouer spring, 17 46.5; Exh.	.4@1.52.	6 Co	ld; Hot I	2 2 2 -45 -45 178-45 spring, in int008, 8 From '7	take; exh Exh012	.055 .059 .047–63 .030 .055 .050 aust 8.8 @	.055 .055 .059 .047–63 .040 .059 .060 1.598; Ou	RG RG RG RG RG RG RG	12.8-1.5866 ¹ 21-1.240 ³ 9.2-1.597 ⁴ 60@1.84 ⁵ 67 7 7 ce.
TRIUMPH TR4, TR4A Herald, 12/50, Spitfire, Sports 6, Mk III Triumph 2000 1300. GT6. GT6+, TR	66-70 66-68 67-68 67-68 69-70	45 45 45 45 45 45 5 5 9	45 45 45 45 45 45 re, 117	45 45 45 45 45	45 45 45 45 45	.001-3 .001-3 .0023 .0019 .0018	.003-5 .003-5 .003-5 .0015 .002 .0015 11/14-1	.010C .010C .010 .010 .010 .010 .010	.010C .010C .010 .010 .010 .010 .010 .7/30-1.36;	.260 ³ .316 ⁴ — — — Mk. III,	.260 ^s .316 ⁴ — — — N/A.	- - - - - - - 3 TR4A		.10 .060 .060 4 Spitfire	.10 .060 .100 Mk. II on	RG RG — —	27/30-1.36 ² 27-30@1.36 27-30@1.56
VALIANT and BARRACUDA 170, 198, 225 6 Cyl. 273 V8. 383 V8. 273 V8. 318, 340 V8. 426 V8. 440 V8.	66-67 67-70 68-69 68-70 70 1 BV1, B 3 4 bbl. 6	arb., 8	33-1.69 70.92	0. 5 $0.1.65$	45 45 45 45 , .371 i '66–'67	.001-3 .001-3 .001-3 .001-3 .002-4 .001-3 nt., .364 7; '68, 62	(@1.65;	Hyd. Hyd. Hyd.	5. 9'69-	1.00.	0 .005.	.01503	J. ' O	5- 69. 1130	01.00.	20, 00	83-1.69 ⁵ 53-1.69 ³ 125@1.86 ⁷ 92@1.65 ¹⁰ 8 115@1.86 105@1.86 92@1.65,

C-Cold.

WAYE - MODEL		F	lve	Se	lve		m to		ppet	Valve	e Lift		Seat Rec	onditioni	ng	Oversize Valve	
MAKE & MODEL	YEAR	Ar	igle	An	gle	Clear	rancet	Clea	rance			Stone di	a. & angle	Seat	Width	Stems or Repl.	Spring Pressure*
		Int.	Exh.	Int.	Exh.	Int.	Exh.	Int.	Exh.	Int.	Exh.	Int.	Exh.	Int.	Exh.	Guides	
VAUXHALL												No.			4.000	7.12	
Victor, Envoy Viva, Epic, 70.7 cu. in	66-67	44	44	45	45	.001-31 $.0005-20$.013H .010H ¹¹	.335	.355 .2109	Ξ	13/8-45	.035-60	.060-90	RG OVS ³	35/55-1.524 32/40-1.340 ⁵
Victor, Envoy, Epic GT, 120.5 cu. in	68-70	44	44	45 45	45	.0019	.0024	.007-10H	.015-8H	.380	.380	_	-		Ξ	OVS7	24.5@1.2018
97.5 cu. in	69-70	3, .005	44	45 003 (46 ¹² 006. 0	.001213		.007-10H 028 (Exh.).	.015-8H	. 3584 ¹⁴ 8, '69-'70,	.358414	31 7	003_ 006	- 012 '6	9 also .024.	8 Inner: C	46-54@1.31 Outer, 59@1.368.
	⁹ '69, int			.3105;	'70,			25. 11 '7		7-10H, ex	ch015-				0, int0019		
VOLKSWAGEN 1200, 1300	66-69	46	45	45	45	011	011	0040	0040			1		051 63	067 70		80/103_1_31
1500, 1600	66-69	44	45	45	45	.011	.011	.004C	.004C	\equiv	_	Ξ	\equiv	.051-63	.067-79	_	119-137@1.22
	1 '70, 120				45	.002	.003	.004C	.004C			11/2-451	13/8-45	.051–63	. 067–79		96.7@1.32
AOLAO																	
All										_		1.6-45		.060	.060		
	2 . 0026-		3 P180			1. 4 '6	9-'70, .08		all & '70 1						0012-26.		00E only .017
6/110	66	30	45	30	45	0020	002-3	012	012	314	314	13/ 30	13/_45			P.C.	67_1 6188
	8 Outer;					.0020	.002-5	012	012	.514	.514	174-30	174-45			NG	07-1.010
1200, 1300. 1500, 1600 All. VOLVO All. WOLSELEY 6/110.	70 1 '70, 120 66-67 68-70 2 .0026-1	44.5 44.5 37.	45 13/8-4 44.5 44.5 3 P180	45 5. 45 45 00, P22	45 45 45	.002	.003	.004C .016-18 ³ .021 ⁷	.004C .016-18 ³ .021 ⁷	_	press., 5	1.6 -45 1.6-45 2-60@1.	1.6-45	.051-63 .060 .0554	.067-79	RG RG	96.7@1.32 56-1.54 60-70@1.57 ⁵

C-Cold. H-Hot. † Mean. * In pounds compressed to specified length (valve closed).

ENGINE-VALVE TIMING, BEARING DATA, TORQUE SPECIFICATIONS

		V	ALVE	TIMIN	1G			BEARI	NG DATA				TORQUE unlubricate			
MAKE & MODEL	YEAR	Int	ake	Exl	haust		aft Journal meters		learances meter)		es Available andths)			rings		nifolds
			Closes °ABC		Closes		Con. Rod Bearings	Main Bearings	Con.Rod Bearings		Con. Rod Bearings	Cyl. Heads	Mains	Con. Rods	Int.	Exh.
ADIAN and BEAUMONT										16.						
4, 230, 250 IL6	66-6	67 62	94	92.5		2.300 2.300	1.999-2.0	.0003-29	.0007-27		1-2-10-20	95	65	35	251	251
V8	66-6	67 56	114			2.7487-977	2.199-2.2		.0007-27	1-2-9-10-20	1-2-10-20	65 80	80 959	35 50	30 30 30 251	20 20
, 327 V8	67		92	88		2.2984-9310	1.999-2.0	.0008-2011			1-2-10-20	65	80 65	50 35 35	30	20
7, 250 6 Cyl	68-6	59 16 59 28	48 72	46.3		2.300			.0007-27	1-2-9-10-2015		95	65	35	251	251
5 V8	68		80				2.099-10		.0007-28	$1-2-9-10-20^{15}$ $1-2-9-10-20^{15}$		65	80 ¹⁷ 95 ¹⁶	35	30 30	2018
V8, 325 hp	69		78				2.199-2.2			1-2-9-10-2015		80 80 ²¹	105	50 70	30	20 20
V8, 350 hp	69		114	110			2.199-2.2	.001-2220		1-2-9-10-2015		8021	105	70	30	20

the inside story on aluminum layer by layer

Special high-strength steel back... this foundation of specially formulated steel provides the added strength to resist bearing flexure during peak loads.

Protective tin flashplate ... while only 50 millionths of an inch thick this layer protects the steel back from oxidation during storage.

When you put all of the layers together, you get the world's strongest engine bearing . . a bearing that more and more manufacturers are specifying for heavy-duty applications. And the number of engines that have aluminum-alloy bearings as original equipment is growing every year. Take our aluminum-alloy (AP) bearings, add our overplated copper-alloy bearings, and you've got all the heavy-duty coverage you'll ever need, with superior performance besides. Your Federal-Mogul Distributor has the details.

Soft babbitt overplate . . . thin coating that cushions the crankshaft, providing the important quality of conformability during engine break-in.









The world's strongest engine bearing has a new mark of strength. Mark it well.



...a new twist in oil pan gaskets



FELCOID ... best available oil pan gasket material ... now available with an overall synthetic rubber coating.

New FELCOID/PLUS

- ... is easier to handle and install
- ... gives better torque retention and shrinkage resistance
- ... ends oil absorption
- ... and provides a positive seal that keeps pollution-controlled engines tight!

Call your Fel-Pro Jobber. FELCOID/PLUS is available in an increasing number of popular applications.

WRITE FOR FREE SAMPLE—include vehicle make, model, year and cu. in. engine.

FEL-PRO OF CANADA LIMITED

Dept. CSD 8, 77 Sheffield St., Toronto, Ontario 385



... where GASKETS are FIRST!

				A SAMPLE OF										
		VALVE	TIMING		200		NG DATA				rorque unlubricat			
MAKE & MODEL	YEAR	Intake	Exhaust		ft Journal neters	Fitting C (Dian			andths)	Cyl.	Bear	rings	Mar	nifolds
		Opens Closes °BTC °ABC	Opens Closes °BBC °ATC	Main Bearings	Con. Rod Bearings	Main Bearings	Con.Rod Bearings	Main Bearings	Con. Rod Bearings	Heads	Mains	Con. Rods	Int.	Exh.
Acadian & Beaumont continu 230, 250 6 Cyl	70 1 Man 6 '66 3 10 #2 14 #1 18 Insi 65 ll	16 48 28 72 aifold clamp out 827 V8-350 HP, 3, 4, 2, 2983-9 -2; #3, 4, 001 de bolts 30 lb. b. ft.; long bolts	ter, 20; all other, 54, 108, 102, 6 13; #5, 2.2978- 3-25; #5, .00 ft. 19 #1, 2	2.4484–93 ²³ rs 30.	3 V8; W/327 4, 2.7482-92; 2, 3, 4, .0018- And 30. 16 81-90; #5, 2 -88. 23 '70	.0003-15 ²⁴ V8, Nos. 1- #5, 2.7478 20; #5, 001 2-bolt; 4-bo 7478-88.	0007-28 ²⁵ 1 -4, .0008-3 ⁴ 8-88. 8 : 0-36. 12 olt, 105. 20 # 1, 2:	-2-9-10-20 ¹⁵ -2-9-10-20 4, No. 5, .0010 # 3, 4, .0009-2 # 1, 2, 3, 4; ; 17 '69 Outer b # 3, 4, .0013- # 1, 2, 3, 4, 2.0	1-2-10-20 1-36. 25; #5, .0013- #5 .0018-34. olts on engine:	13 # 1, s with 4 be 0015- 003	olt caps 65	2.7481-90	ead short	t bolts
AMERICAN MOTORS 287, 327 V8s. 199, 232 6 Cyl. OHV. 290, 304, 343, 360, 390 V8 ¹⁵ . 390 V8.	66-7 67-7 70 3 Rear All	12.5 51.5 0 12.5 51.5 0 18.5 ⁸ 67.5 ⁸ 18 68	53.5 10.5 53.5 10.5 60.5 ⁸ 25.5 ⁸ 66 20 iled. ⁸ '68, Hig. .7474–89; rear	2.4991 2.4988-9512 2.7469-899 gh perf. camsl main, 2.7464	2.2487 2.0948-55 ¹ 2.0934-55 ⁹ 2.0934-55	.001-2 .001-2 otion only) 4	.0010-15 .001-2 .001-2 46-76-70-52 0, 105-115,	1-2-10-12 1-2-10-12 1-2-10-12 2. 9 '68-'69, 3	1-2-10-12 1-2-10-12 1-2-10-12 1-2-10-12 90, 2,7464-79 V8, 35-40.		80-853 75-85 95-105 95-105 ft main brgain brgs., 2			20-25 20-25 30-35 30-35 . rod brgs
AUSTIN Mini, All 850 A-H 100-Six, 3000, 11, 111 A-H Sprite Mk 11 Austin Cooper, Super, A00 Cambridge A110. 11800. 1100, 1100 Auto Mini Cooper S, SC. 1800.	66-6 66-6 66-6 66-6 66-6 66-7 66-6 69-7	7 511 4511 7 57 457 7 57,9 457,9 8 0 50 8 55 45 45 45 0 5 45 9 5 45	40 10 4011 1011 517 217 407.9 107.9 35 15 51 21 54 21 51 21 51 21 40 10 5. 6 '67, 0020 b. 13 '69-70,	1.750 2.374 2.04 1.7505 2.0005-10 2.374 2.127 1.75 2.04 2.125-27 -35, 7 With .0010027.	2.0 1.875 1.625 1.625 1.8759-64 .021 valve cl	.0010-27 .001-27 earance. 8	Special vers	10 10-20-30-4 ions of 850.	0 10-20-30-4 0 10-20-30-4 0 10-20-30-4 0 10-20-30-4 0 10-20-30-4 0 10-20-30-4 10 20-30-4 10 20-30-4 10 20-30-4 10 20-30-4 10 20-20-30-4 10 20-30-4 10 20 20 20 20 20 20 20 20 20 20 20 20 20	40 75 40 40 40 40 40 40 40 75 40 45–50 40 42 ¹² 40 45–50 6–51–21.	60 75 60 60 70 75 70 60 57 70 11 '66-'67	33 50 35 35 45 50 40-45 35 46 35 , 3000 Mk	15 20 — 15 15 20 15 15 15 15 15	-
1800,1800 TI	66-6 1 W/.	8 41 521 019 valve clear	521 41 ance.	2.1654	1.8898	.0012-34	.0012-29	10–20	10-20	43.4	43.4	37-41	-	-
BUICK 225 V6. 300 V8. 340 V8. 400, 401 V8. 425 V8. 400, 430 V8. 250 6 Cyl. 350 V8. 455 V8.	66-6 66-6 66 67-6 68-7 68-7 70	7 30 76 7 32 ¹² 85 28 87 29 81 9 14 104 0 62 94 0 24 78 18 95	72 43 68 37 70 47 76 46 71 48 88 47 92.5 63.5 70 ¹⁶ 38 ¹⁶ 93 49 ,2.49995. 13 opens 84, closes	2.4995 2.9995 ² 2.9995 2.4985 2.4985 3.25 2.300 2.9995 2.249 2*66, Le Sabr 40.	2.00 2.00 2.0 2.2495 2.2495 2.249-50 1.999-2.0 2.00 2.250 e models 32,	.0004-15 .0004-15 .0004-15 .0004-15 .00019 .0019 .0007-18 .0003-29 .0004-15 .0007-18	.0002-23 .0002-23 .0002-23 .0002-23 .0002-23 .0002-23 .0007-27 .0002-23 .0002-23	1-2-10 1-2-10 1-2-10 1-2 1-2 1-2 1-2-10-20 1-2 1-2-10 All others 30.	1-2-10-20-2 1-2-10 1-2-10 1-2-20-21 1-2-20-21 1-2-20-21 1-2-10-20 1-2-10 1-2-10 14 '69-70,	65-80 65-80 65-80 65-80 100 95 75	95-120 95-120 95-120 80-110 80-110 110 65 110 ¹⁵ 110 '69-70, 95.	30-40 30-40 30-40 40-50 40-50 45 35 35 45	45-55 45-55 45-55 25-35 25-35 50 2013,14 5014	10-15 ¹ 10-15 ¹ 10-15 ¹ 10-15 10-15 18 25 18

		VALVE	TIMING	LES TO THE		BEARING	DATA					ECIFICA ed threads	ATIONS s except as noted)		
MAKE & MODEL	YEAR	Intake	Exhaust		aft Journal neters	Fitting C (Dian		Undersizes (Thousa		Cyl.		rings		ifolds	
		Opens Closes °BTC ABC	Opens Closes °BBC °ATC	Main Bearings	Con. Rod Bearings	Main Bearings	Con.Rod Bearings	Main Bearings	Con. Rod Bearings	Heads	Mains	Con. Rods	Int.	Exh.	
CADILLA C AII	67	39 109	89 63 86 62 70 58	3 3 3.25	2.249 2.249 2.50	.0008-29 .0008-29 .0003-26	.0005-21 .0005-21 .0005-28	None None None	None None None	60 60 115	95 95 90	40 40 40	30 25 30	60 60 35	
CHECKER 230 6 C yl. 283 V 8. 283 V 8. 230 6 C yl. 283 § 327 V 8. 230 6 C yl. 307 V 8. 250 6 C yl. 250 6 C yl.	66 67-6 68 68 69-7 69-7 69-7 69,	32.5 87.5 62 94 8 38 92 16 48 28 72 0 16 48 0 28 72 tre, ends 15–20	#2, 3, 4, .0008	-24; #5, .00	1.999-2.0 1.999-2.0 1.999-2.0 1.999-2.0 2.099-2.1 1.999-2.0 2.099-2.1	.0008-20.	.0007-27 .0007-27 .0007-27 .0007-28 .0007-27 .0007-27 .0007-27 .0007-27 .6 Not for #2, 3, 4,	1-2-10-20 1-2-10-20 to .020 to .020 to .020 to .030 1-2-10-20 1-2-10-20 '68. 7 '69, 5	1-2-10-20 1-2-10-20 to .020 to .020 to .020 to .020 1-2-10-20 1-2-10-20 #5, 2.4507; 7	90-95 60-70 90-95 60-70 90-100 60-70 90-95 65 70, #1; #2		35-45 30-35 35-45 35-45 30-35 30-35 3510 505, #5, 2	25-30° 25-35 25-30 25-35 25-30 25-30 30 30 2.4508.	25-30 18-22 25-30 18-22 25-30 18-22 20 20 ¹¹	
CHEVROLET Corvair 95 h.p Corvair 110, 140 h.p Corvair 180 h.p Corvair, All. Corvair, All.	66 67 68–6 68–6 810. 5 '67–	55 105 72 110 448 88 9 269 609 ng bolts 76-20, '68, Nos. 1 & 2	78 54 97 63 110 70 78 54 60 26 42–48–ft.lbs.; 5 42–48–ft.lbs.; 5 110 & 140 hp.,	k 4, 2.0983-9	1.800 1.800 1.800 1.800 1.800 1.800 -13 ft. lbs. 4	.0012-27 .0012-27 .0012-28 .0012-27 '67-'68, No	s. 3 and 4, .	1-2-10-20 1-2-10-20 1-2-10-20 1-2-10-20 0007-22; '69, N	1-2-10-20 1-2-10-20 1-2-10-20 1-2-10-20-3 1-2-10-20-3 30.1,.0005; N	30 40 No. 2, .0002		25 25 25 25 25 25 3, .0005-1		.0003-1	
Chevy II 4 Cyl, 153 cu, in	66 66–6 68–6 68–6 69 \$ #2, 5 Maii 9 # 2	33.5 86.5 7 62 94 32.36 87.3 38 92 9 16 48 9 28 72 5616 11416 3, 4, .0018–20 nifold clamp 30 3, 4, 2.2983– Chevy Nova, 1 ; 375 not avail	73 47 92.5 63.5 74.3 45.3 88 52 46.5 17.5 78 30 11016 6216 ; #5, .0010–36.	2.300 2.2983-93 2.300 2.2984-93 2.2983-93 2.748417 4 W/327 ct V8-350HP, 54-88. 10 #100rque mains Orque mains	1.999-2.0 1.999-2.0 1.999-20 2.099-10 2.199-20 u. in., No. 1-4, 108, 102, 66 1, 2, 3, 4; #5 75, outer bolt	0 .0003-29 0 .0003-29 0 .0008-20 1 .0003-29 0 .0008-20 8 .001-2219 4, .0008-34, 0 .7 Man .0018-34, .s on 4 bolt (1-90; 375, N	.0007-27 .0007-28 .0007-28 .0007-28 .0009-25 No. 5, .00 ifold clamp 11 '69 Ch. caps 65 ft. 1	1-2-9-10-20 1-2-9-10-20 1-2-9-10-20 1-2-9-10-20 1-2-9-10-20 1-2-9-10 ²¹ 10-36. outer 20, all ot levy Nova, cly. bs, con. rods 4. 2, 3, 4, 2, 7481-	3 1-2-10-20 1-2-10-20 thers 30. 8 hd. 95; mains 5. 14 '69 In 90. 18 375,	2.1985-95	Not '69. 30 ft. lbs.	0. No. 1.	25 ⁵ 25 ⁷ 30 30 30 30 30 30 30 30 30 30	4.	
Standard size) 283, 327 V8. 6 Cyl. 250 cu. in. 396 V8 325 h.p. 427 V8 w/4 bbl. carb. incl. Corvet 283, 327 V8. 250, 307, 327 V8.	66 66-6 66-6 te 66-6	32.3 87.3 7 62 94 7 40 ²⁴ 102 7 56 ²² 114 38 92	74.3 45.3 92.5 63.5 87 55 110 62 88 52	2.300 2.2983-93 2.7487-97 2.7487-97 2.2984-93	1.999-2.0 1.999-2.0 18 2.199-2.2 18 2.199-2.2 1.999-2.0	0.0003-29 ¹³ 0.0003-29 0.0004-20 ¹⁹ 0.0004-20 ¹⁹	.0007-27 .0007-27 .0007-28 .0007-28	1-2-9-10-20 1-2-9-10-20	1-2-10-20 1-2-10-20 1-2-10-20 1-2-10-20 1-2-10-20	65 95 80 80 65	80 65 95 ²⁰ 95 ²⁰	35 35 50 50 35	30 25 ²¹ 30 30 30	20 25 ²¹ 20 20 20 20	

VANDERVELL

ENGINE BEARINGS



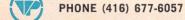
THE NEW VANDERVELL TRADE MARK

Reflects many changes in the Company since we became part of the GKN Group in 1967. Much is happening in the Company in the new field of technology in which we are operating in the 1970's.

THE HIGH VANDERVELL QUALITY STANDARDS
CONTINUE — ASK YOUR SUPPLIER FOR
VANDERVELL ENGINE BEARINGS

VANDERVELL CANADA (1968) LIMITED

6450 VISCOUNT ROAD, MALTON, ONTARIO



Regd Trade Mark

TELEX 06-217579



REAMERS



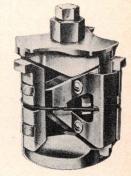
SR9 Lathe Action

The SR9 is the one ridge reamer that works perfectly in all types of engines. Follows worn cylinder contours; gets all the ridge in one setting. Range 3" to 5". Tungstencarbide cutter stays sharp indefinitely. Special jaws available for very short stroke engines.

RR50C Scraper Type

The number one ridge reamer value. Big range, $2^{11}/_{16}$ " to $5^{5}/_{16}$ ". Guide jaw rollers reduce friction for easy turning, precision cutting. Long-life carbide cutter follows worn cylinder contours.

SEE YOUR JOBBER











LISLE CORPORATION • CLARINDA, IOWA 51632

Distributed in Eastern Canada by Frank Pruneau Sales Agency, Toronto
Distributed in Western Canada by James B. Carter Ltd., Winnipeg and Edmonton

		VALVE	TIMING			BEARIN	NG DATA				ORQUE :			
MAKE & MODEL	YEAR	Intake	Exhaust		ft Journal neters	Fitting C (Dian		Undersizes (Thousa		TO BE SEE		rings	1	nifolds
		Opens Closes °BTC ABC	Opens Close °BBC °ATC	Main Con. Rod Bearings Bearings Bearings		Con.Rod Bearings	Main Bearings	Con. Rod Bearings	Cyl. Heads	Mains	Con. Rods	Int.	Exh.	
Chevrolet continued	68–6 69–7 69 70 70 70 70 70 70 70 70 10 '70, 400 10 '70, 400 400 33 W/ 43 W/ 44 W/ 44 W/ 44 W/ 45	9 40 ³³ 80 ³⁹ 0 16 48 28 72 28 ⁹ 72 ⁹ 28 ¹⁰ 78 ¹⁰ 30 ⁸ 70 ⁸ 307, 350 V8; 4 ¹ 78-88. 4 7 V8, 0009-30. 402 V8 330 hp. 2; # 3, 4, .00 Spec. cam., .00 4, 2, 7481-90;	8 '70, 454 5; 350, 375 hp 009-25; # 5, 014-30. 24 # 5, 2.7478-88 13-25; # 5, 00 ads short bolts	2,7481-90 2,2983-93 2,4479-88 2,4484-93 2,7485-94 3,4,2,6484-93 4,4,0006-18; # V8 345 hp.; 36 ,56-114-110- 00013-29 2350 hp.,56,11 5,226 65, long bolts	2.099-10 2.099-10 2.199-2.2 3.2.199-2.2 4, #5, 2.6479- 5, 0008-23; 0.390 hp., 56-62. 13 283 1 Manifold cla 4, 110, 62. 1, 2, 3, 4; '69,	.0013-25 ³⁰ .0003-29 .0008-20 ³⁵ .0007-19 ⁵ .0013-25 ⁶ .88. 2 '70, # -114-110-6: V8; W/327 .mp outer 2(.2 ⁵ #2, 3, 4, 2.7484-93; With 4 bolt	0009-25 0007-27 0007-28 0009-25 0009-25 0, #1, 2; #3 1; #2, 3, 4, 2; 465 hp., 4 V8, # 1, 2 4, all others 2, 2, 2983-93 #5, 2, 27478	1-2-9-10-20 1-2-9-10-20 1-2-9-20 ³² 1-2-9-10-20 1-2-10-20	1-2-10-20 1-2-10-20	, 4; #5, 0 8, 350 & 3 1, 2; # 3 4, 102, 102, 6, 4, 0018 , '69, 105, 0. 35 #	70 hp., 52-, 4, 2, 7482, 54; '67 43-20; #5, .0	7 '70, 30 -114-98-62 -92; # 5, 5 hp., 44, 0010-36. 2, 3, 4; #	7, 350 V8 2. 2, 7478-8 92, 86, 36 27 # 1, 5, .0015-	88. 6. 2: 31.
Camaro 230, 250, IL.6	67 67 67 68-69 68-69 SEE 1 Man 5 #5, 8 #1, 11 302 62.	62 94 382 92 38 92 9 16 48 9 2812 7212 9 2819 7819 CHEVROLET ifold clamp out 2 .4478-88. 2 .3 4: #56	92.5 63. 88 52 88 52 46.5 17. 7813 3013 7519 3119 FOR 1970 Ster 20, all other 6 #5, 0018- 0018-34. 9 15 Also 30. 9-2.2. 21 A	5 2.2983-93 2.2984-93 2.4483-93 5 2.2983-93 2.7481-90 2.7484-93 PECIFICATI ers 30. 2 21 24. 7 '68. #1, 2; #3, 4, 16 '69, 75, wi	3 1.999-2.0 5 2.099-2.1 1.999-2.0 7 2.099-2.1 7 2.099-2.1 83 2.1985-95 ONS. 0 hp., 36, 94, #1, 2; #3, 4, .0013-25, #	.0003-29 .0008-208- .0010-229 .0013-25 ²⁶ 86, 54. 3 2.7481-90, 5, .0015-31.	.0007-28 .0007-28 .0007-27 .0007-27 .0007-28 .0009-25 .014-30 #2, 3, 4, 2 #5, 2 7476 .002-260	1-2-10-20 1-2-9-10-20 1-2-9-10-20	1-2-10-20 1-2-9-10-20 1-2-10-20 15 1-2-10-20 1-2-10-20 5 1-2-10-20 5 1-2-10-20 2 2.2978-88 1, 2, 2, 7484-11 '69, 2, 4	95 65 80 ²¹ 80 ²¹ 4 #2, 3, 93, Nos. 3, 479–88. side bolts 3	12 '69 only 30 ft. lbs.	2.7478-88 . 13 302	V8. not	251 20 20 251 2018 2018 2018 2018
Chevelle 194, 230, 250 IL6 ¹⁰ . Chevelle 283, 327 (250, 275, 300 h) Chevelle 396 V8. Chevelle 283, 327 V8. 230, 250 6 Cyl., 307, 327 V8.	66-6	32.3 87.3 7 56 ⁷ 114 38 92	92.5 63. 74.3 45. 110 62 88 52	3 2.300 2.7487-97	1.999-2.0 5 2.199-2.2 8 1.999-2.0	.0003-298		1-2-9-10-20 1-2-9-10-20 1-2-10-20 1-2-9-10-20		95 65 80 65	65 80 95 ⁶ 80	35 35 50 35	25 ² 30 30 30	25 ² 20 20 20 20
230, 230 6 Cyl., 307, 327 V8. 396 V8 350 hp. ¹¹ . Chevelle 230, 250 6 Cyl 307, 350 V8, 255, 300 hp 396 V8, 325, 350, 375 hp	68 69 69 69 SEE 2 Man 4 #3, 8 #2, 12 #1 17 Insi 2.74	40 80 16 48 28 72 5618 11418 CHEVROLET iifold clamp ou 4, .0009-25; # 3, 4, 2. 2983-2 , 2, 3, 4; #5, 2 ide bolts 30 ft.	88 32 46.5 17. 78 6218 FOR 1970 Ster 20, all oth 45, 0013–29. 3; #5, 2.2978 #8 325 1bs. 18 325 75 hp., 2.1985	2.7481-90 5 2.2983-93 2.4479-88 2.7484-93 PECIFICATI ers 30. \$ W 5 # 3, 4, 2 -88. 9 # 2, 13 # 1, 2; # 3, hp., 28-78-75	12 2.099-2.1 1.999-2 2.099-10 19 2.199-2.2 ONS. /327 cu. in., 1 7482-92; #5 3, 4, .0018-25, -31.	.0003-29 .0008-20 ²⁰ .001-22 ²¹ No. 1-4, .00 , 2 .7478-2 .7 0; #5, .001 #5 .0015-3 b, 350 hp.,"N	0007-27 0007-28 009-25 ²² 08-34; No. 7488, 6 2 0-36. 10 1. 14 2-b	1-2-10-20 1-2-9-10-20 1-2-9-10 ¹⁵ 1-2-9-10 ¹⁵ 5, .0010-36; cl 2-bolt; 4-bolt, 1 194, '66; 250, ' olt; 4-bolt 105, 3, 4, 2, 7481- No. 5, also 325,	1-2-10-20 1-2-10-20 learance .0007 15. 7 325 l '67-'69. 11 15 Also 20 90, No. 5 also	1.p., 40–10 See Camar -30. 16 375 hp., 2	o for 325 l With 4 bol 7478–88: 3	t caps, out	o. 1: Nos	. 2. 3. 4

		VALVE	TIMING			BEARIN	G DATA				ORQUE S			
MAKE & MODEL	YEAR	Intake	Exhaust		aft Journal neters	Fitting Cl (Diam		Undersizes (Thousa			Bear			nifolds
		Opens Closes °BTC °ABC	Opens Closes Opens ATC	Main Bearings	Con. Rod Bearings	Main Bearings	Con. Rod Bearings	Main Bearings	Con. Rod Bearings	Cyl. Heads	Mains	Con. Rods	Int.	Exh.
Chevrolet continued	66-6 68-6 68-6 SEE ¹ Nos ⁶ '68, ¹² '69	7 54 108 9 28 ⁵ 72 ⁵ 9 40 ^{6,15} 80 ^{6,15} CHEVROLET . 1–4; No. 5, .0 435 hp., 44–97	FOR 1970 SI 010-36. ² Nos. -86-36. 69, 44- 75; aluminium	2.7481-90 PECIFICATI 1-4; No. 5 92-86-36. head short bo	1.999-2.0 11 2.099-2.1 16 2.199-201 ONS. 0013-29. \$N 7 # 1, 4, # 5 olt 65, long 75	7 .0008–208,1 Nos. 1–4; No. 5, 2.7478–88. 14 '69, i	8 .0007-28 ¹ 5, .0017-3 8 #1, nside bolts	1-2-9-10-20 1-2-9-10-20 1-2-9-10-20 ¹ 3. 4'67 300 hr 4 #5 0018-3	1-2-10-20 1-2-10-20 0 1-2-10-20 0 1-2-10-20 0 38, 92, 88, 5 34. 9 2-bols 15 '69, 56-114	65 65 ¹² 80 ¹³ 52. ⁵ 350 t; 4-bolt 10 -110-62.	80 ¹² 95 ⁹ hp., 68, 40- 05. ¹⁰ A	los 1, 4; N	11 '69, 2.	4479–88. 7478–88.
CHRYSLER BCI-383 V8 (2 bbl. carb.) BC1-2-3 440, BC1-2 383 (4 bbl. ca 383 (2 & 4 bbl. carb.), 440 V8	rb) 66 67-7 6 440 9 '68,	14 62			2.374 2.374 2.374 ¹¹ 27. 8'68- 383, 2.625; 7	-'70, 383 2 b	.0005-15 .0005-15 bl., 4 bbl. 8	1-2-3-10-12 1-2-3-10-12 12 1-2-3-10-12 4 440 2 bbl., 18 69, 2.375; '70,	1-2-3-10-12 1-2-3-10-12 -58-64-14; 44	2 70 2 70 40 4 bbl., 2	85 85 85 21–67–79 – 2 3 V8, .000		50 50 50 ¹³ V8, .000	30 30 30 5-30.
CITROEN ID19 DS19A, DS21, ID19A. ID19B4, D Special. DS21, DS20.	66-6	68 0.3 42.3 70 52,3 37	38.5 4.5 38.3 4.3 40.5 6.5 38.5 4.5 n eng. cold.	2.125 2.521 2.521 2.521 2.521 2 After top ce	1.889 2.126 2.126 2.126 entre. ³ Se	.00157 .00236 .0012 .0012	.00157 .00236 .0012 .0012 rance at .0	.01969 .01969 20 20 40 for timing.	.01969 .01969 20 20 4 '69 only.	44 ¹ 44 ¹ 44 44	72.5 72.5 72.5 72.5 72.5	37 50.5 50.5 50.5	18 18 18 18	18 18 18 18
DATSUN Datsun 1600 Sports. Datsun 1300, S/Wagon 1000, 1200 & Coupe ⁸ . 2000 Sports. 1600 & Wagon, 1300 ¹⁰ . 240Z Sports.	66-6 68-7 66-7 68-7 70 4 # 1,	77 14 50 70 129 489 70 18 58 70 1211 4811 16 52 2.6852-62.	70 30 52 12 50° 10° 58 18 50° 18 811 54 18 5 150 hp.; 135, '68 only.	2.3600-4 2.0005-10 1.9668-71 2.4780-5 2.1631-6 2.1631-6 18-58-58-18 '68-'70 1600	1.7701-6 2.0450-4 1.9670-5 1.9670-5	.0007-30 .0008-24 .008-28 .0008-28 .0008-28 , 2nd, 64, 3rd	.0004-21 .0008-20 .0013-33 2 .0006-22 .0006-26	25-50-75-100 6-12-25 ⁷ 25-50-75-100 25-50-75-100 Also, 50-75-10	0 6-12-25 ⁷ 0 6-12-25 ⁷		72-86 72-86 36-38 65 33-40 33-40 '68-'70, 10 8-24.	32-43 20-25 25-26 61-72 20-25 20-25 00; '70, 13		oupe,
198, 225 Slant Six 313, 318 V8. 383 V8. 170 Slant Six (Dart). BD2 440 V8. 426 V8. 273 V8. 318 V8 (Polara, Monaco). 318 V8 (Coronet, Charger) 333 V8. 440 V8. 340 V8. 340 V8.	66 66–6 66–7 66–6 67–7 67–6 67–6 68–6	1712 4712 243 643 9 10 50 14 62 0 3023 6623 9 1417,20 4620 0 1420 5420 0 1420 5020 9 1622 6022 9 1624 6924 9 2621 7021	508 68 5512 912 643 243 50 6 62 18 743 223 563 223 569 123 569 123 642 162 7724 274 782 263 74 263 74 29	2.75 2.5 2.63 2.75 2.75 2.75 2.5 2.5 2.5 2.63 2.75 ⁵² 2.5 2.5 2.5 2.5 2.5 2.5 2.5 2.5 2.5 2.5	2.187 ² 2.125 2.37 2.187 2.374 2.375 2.125 2.125 2.125 2.374 2.374 2.374 2.125 2.125	.0005-15 .0005-15 .0005-15 .0005-15 .0005-15 .0005-15 .0005-15 .0005-15 .0005-15 .0005-15	.0005-15 .0015-25 .0005-15 .0005-15 .0005-15 .0005-15 .0005-203	1-2-10 1-2-3-10-12 1-2-3-10-12 1-2-3-10-12 1-2-3-10-12 1-2-3-10-12 1-2-3-10-12	1-2-3-10-12	2 65 2 70 70–75 2 85 85 85 85 2 70 2 70 2 70 ²⁹	85 85 85 85 85 85 85 85 85 85 85 85 85 8	45 45 45 45 45 45 45 45 45 45 45 45 45	2007 30 50 1513 50 48-72 3025 3025 5030 5030 5025 35	10 25 30 10 ¹⁴ 30 35 25 ²⁶ 25 ²⁷ 25 ²⁷ 30 30 30

	70 186 1 From '70. 21-67-79-2 14 Manifold to 21 '67-'68, Mall '69, 21-	lanual; '69 Man	ands; '70, 240 inlb. s. 16, 0005 and 1- ual all A/T, 22-66-7 '69-'70, 35, 26'6	2.374 .00 2-62-18. 4 '70, a 8 '66-'67, 10-50- -2-3-10-11-12. 4-22. 22 '68, 18-	-50-6. 12 '66 BD 17 4-bbl. carb., 14, -58-64-14: '69, 21-6	1-2-3-10-12 with 383 hp., 2 22, BW2, 14-45- 54, 56, 12.	1-2-3-10-12 1-67-79-25, 59-1, ¹³ Int ¹⁰ '68-'70, 10-5 68-'70, 36-68-	70 6 '70, Stotake to exh 0-58-10. -80-24.	aust manifo	5 40 , 440 3x2 bbl., old bolts, '69, 2 dard, 18-58-64	
	66-68 25 ⁵ 67-69 25 68-70 26 70 19	564 564 515 645 59 65 66 66 48 59 overtible, Racer	164 1.9996 125 2.478 19 1.999 26 1.99 8 1.999 , 25-51-64-12. 5	1.5742 .025 2.0863 .001 1.7917 .002 1.791 .001 1.791 .002 Sedan, 9-61-49-21.	18 .0018 25 .0025 19 .0010 254 .00254	10-20-30-40 10-20-30-40 10-20-30-40	10-20-30-40 10-20-30-40 10-20-30-40	65 48.5 56	59.3 37 58 36	8 16 8.3 14.5 7.6 18.1 6 14.5	15 16 14.5 18.1 14.5
Falcon 170 6 Cyl. Falcon 200 6 Cyl. Falcon 289 V8. Falcon 289 (2V, 4V). Falcon 302 V8 (2V).	66-69 6 ^{6,7} 66 20 67-68 16	51 42 546,7 396,7 66 56 70 52 70 52 65–55–21 7	18 2.2485 216,7 2.2485 20 2.2486 24 2.2486 24 2.2486 268-'69, 9-51-42-18.	2.1236 .00 2.1232 .00 2.1232 .00	005-15 .0008-15 005-15 .0008-15 005-15 .0008-15 005-15 .0008-15 005-15 .0008-15	Ē	Ξ	70–75 65–70 65–72	60-70 19 60-70 19 60-70 19	9-24 — 9-24 — 9-24 20-22 9-24 20-22 9-24 20-22	
Fairlane 200 6 Cyl. Fairlane 289 V8. Fairlane 289 V8 (2V). Fairlane 390 V8 (2V, 4V, HP). Fairlane 427 V8 (4V, 8V). Fairlane, Torino, 200, 289, 302. Fairlane, Torino 427 V8 (4V).	66 20 67 16 66–68 16 ⁸ , ⁹ 67 48 68 SEE	96 96	21 ⁷ 2.2485 20 2.2486 24 2.2485 21 ^{8,9} 2.7484–92 48 2.7488 3 SPECIFICATION 22 2.7488	2.1232 .0 2.1232 .0 2.2.4380-8 .0 2.4384 .0	007-26 .0006-26 005-28 .0009-29 005-15 .0008-15 0005-15 .0008-15 0007-31 .0008-15		Ξ	65-70 65-72 80-90 100-110	60-70 19 60-70 19 95-105 40 95-105 53	9-24 — 9-24 ⁵ 20-22 9-24 20-22 0-45 32-35 3-58 32-35 3-58 32-35	15–20 12–18 12–18
Mustang 200 IL.6 Mustang 289 V8 (2V, 4V, HP) Mustang 289 V8 (2V, 4V) Mustang 289 V8 (HP) Mustang 390 V8 (4V, HP) Mustang 200, 289, 302, 427	5 289 h.p., 4 66-67 7 66 204 67 16 67 46 67-68 165	0-45. 8 HP, 65 55 664 564 70 52 84 94 605 555		68 2V, 13-63-63-23 2.1236 .0 2.1232 .0 2.1232 .0 2.1232 .0 2.1232 .0 2.4384 .0			=	70-75 65-70 65-70 65-70	60-70 19 60-70 19 60-70 19 60-70 40	9–24 — 9–24 ¹ 20–22 9–24 20–22	13-18 13-18 15-20 15-20
	1 HP 40-45. 66-69 12. 66-67 16. 66-67 16. 66-67 489. 67-68 188. 68-70 16. 69-70 11. 69-70 11. 69-70 11. 69-70 16. 69-70 16. 69-70 16.	4 '66, HP er 62 60 686 686 70 52 60 55 969 969 60 55 728 688 70 52 62 49 65 68 65 68	28 2.3986 226 2.7488 24 2.2485 21 2.7488 21 2.7488 22 2.7488 22 2.7488 22 2.7488 24 2.2486 25 2.3986 22 2.9998 22 2.9998 22 2.7488 24 2.2486 25 2.3986 22 2.9998 22 2.9998 22 2.7488 24 2.2486 25 2.3986 26 2.9998 27 2.7488 28 2.7488 29 2.7488 20 2.9998 21 2.7488 22 2.7488 22 2.7488 22 2.7488 23 2.7488 24 2.2486 25 2.3986 26 2.2998 27 2.2998 28 29998 29998 20 2.2998 21 2.2486 22 2.2998 22 2.2998	5 HP, 18-72-68 2.1232	-22. 6 '68, 32-35' 005-15 .0008-15' 0005-15 .0008-15' 0005-15 .0008-15' 0005-15 .0008-15' 0005-15 .0008-15' 0005-15 .0008-15' 005-15 .0008-15' 0013-225' .0008-15' 013-254 .0008-15' 013-254 .0008-15' 013-25 .0008-15' 015-15 .0008-15' 015-15 .0008-15' 015-15 .0008-15' 015-15 .0008-15' 015-15 .0008-15' 015-15 .0008-15' 015-15 .0008-15' 015-15 .0008-15' 015-15 .0008-15'			70-75 80-90 65-70 80-90 100-110 80-90 80-90 65-72 	95-105 46 60-70 19 95-105 53 95-105 44 95-105 41 95-105 41 95-105 41 95-100 46 80-90 95 95-100 46 95-105 53 130-140 46 60-70 19	0-45 32-35 3-58 32-35 0-45 32-35 0-45 32-35	12-18 13-18 12-18 12-18 12-18 12-18 11 15-2012 13-18 18-2417 18-24 18-24 18-24 18-25 28-33

		VALVE	TIMING	15.3	No. of Section	BEARIN	G DATA				ORQUE SI			
MAKE & MODEL	YEAR	Intake	Exhaust	Cranksha Diam	ft Journal eters	Fitting Cl (Diam		Undersizes (Thousa		Cyl.	Bearin		Mani	
		Opens Closes °BTC ABC	Opens Closes °BBC °ATC	Main Bearings	Con. Rod Bearings	Main Bearings	Con.Rod Bearings	Main Bearings	Con. Rod Bearings	Heads	Mains	Con. Rods	Int.	Exh.
Ford continued 302 V8 4V Boss	70 et. 70 oss 70 '70,	13 63 18 72 32 ¹⁴ 70 ¹⁴ Inner; Outer 1 16–60–55–21	84 36 63 23 82 28 90 ¹⁴ 26 ¹⁴ 35–40. ² '70, 8 '68, 18–60 uper, 40.5–79.5	2.2486 2.7488 2.7488 2.9998 Police; Cobra -55-21. 9 -88.5-31.5; I	68 Refer to I	.001-15 .001-15 .0015-25 , .0015-25.	.001-15 .001-2 ² .001-25 ³ '70, .0	001-15. 4 '70		⁵ '70, 95 2–16. ¹³	60-70 ¹ 95-105 95-100 0 ¹⁶ 70-80 -105. ⁶ 2V; 4V, 16	-60-55-2	32–35 25–30 26–64–67–	23-28
FORD (Brurish) Anglia, Consul (60 & 82 cu. in. eng Anglia, Cortina (73 cu. in. eng.) Cortina 1300, 1600, 1600GT	66-6 67-7 ² Blue	7 17 51 0 174 514	d, 2.1257-61; g		1.9368-76	.0005-20 .0005-22 .0004-19 1157-61; '70	.0005-22	10-20-30	2-10-20 ⁵ 5, 27. ⁵ '69	65-70 65-70 65-70 , Also 30-4	55-60 55-60 55-60 ⁶ 0. ⁶ '69,	20–25 20–25 20–25 ⁷ 65–70.		8-10 12-15 15-18 ⁸
Minx V, Husky III	66-6	7 19 57	53 13 61 15 10 undersize. Su	2.2490-5 2.3756 ach cranks sta	2.0005-10 2.1256 amped "B" o	.0010-25	.0015-20	20-40-60 20-40	20–40–60 20–40	454 48	50-60 55	23-25 24	_	-
Honda S600	66-6	7 20 40		1.535	1.262	.0003-6	.0003-20	1		15.9	58	1	N.A.	N.A.
HUMBER Super Snipe, Series V, Imperial			52 14	2.499	2.001	0007-25		20-40	20-40	60-65	70-75	35-37	_	-
IMPERIAL 413, 440 V8	67-7	151 57 0 184 604 BY3, 14-62-62	57 15 64 ⁴ 16 ⁴ 2–18. ³ '66 B	2.75 2.75 Y3, 50.	2.37 2.37 ⁵ '68, 18–58,64	.0005-15 .0005-15 -14; '69,-'70	.0005-15	1-2-10 6 1-2-3-10-12 -16. 5'70, 2	1-2-10 1-2-3-10-1 .38. 6'69,	70 2 70 .0005–30.	85 85 7 '69, 4	45 45 10.	40 ³ 50 ⁷	30 30
Bellett	68-6	7 38 82 9 15 73 -5-10-1520-	73 35 55 29 25.	2.1661-7 2.205-7	1.8907-13 1.929-30	.0008-24 .0008-24	.0012-24 .0012-24	1	1 1	43–51 58	65–76 72	21-25 22-25	17-19 17-19	17-19 17-19
JAGUAR All	66-7 2 O'ho	0 15 57	57 15 gs., torque, 15.	2.750 3 68 340,	2.086 .0015-30; '69			10-20-30-40 8 340, .0023-3			83	37	33	332
KA15R - JEEP 4-63, 4-75 Engine. 8-327. 6-232 Hi Torque 6 Cyl Dauntless V6 Dauntless V8 350 cu. in.	66-6 66-6 66-7 66-7	7 9 50 8 12 51 0 12.5 51.5 0 24 81 0 24 78	47 12 53 10	2.3335 2.4991 2.4991 2.4995 2.9995 4 Oiled.	1.9375 2.2487 2.0951 2.00 2.00	.003-29 .001-2 .001-2 .0005-21 .0004-15	.001-2 .0010-15	1-2-10-12 ¹ 1-2-10-12 1-2-10-12 1-2-10 1-2	1 2-10-12 ¹ 1-2-10-12 1-2-10-12 1-2-10 1-2-10	65 58-62 80-85 65-85 75	70 80-55³ 75-85 95-120	35-45 46-504 27-30 30-40 35	33 20-25 20-25 25-35 50	33 20-25 20-25 10-15 18
LAND ROVER Series II, IIA, 2½ litre	66-6 67-6	8 16 42 8 11 47 2.312. 8 N	34 24 51 13 46 18 1achine thread; 90 ft. lbs., torqu	2.50 2.5 2.625 rolled thread the diesel head	2.126 ² 2.313 1.875 25 (identified when hot on	d by drill po	0010-25 .0008-25			804	85 100 65	353 353 25	_ 25	35

	67–68 68 69–70	20 16 REFE	72 76 60 ER TO w/light	68 69 55 FORD S	22 27 21 SPEC1	2.8898 2.8998 2.9998 FICATIONS.	2.5996 2.5996 2.4992-2.5	.0008-15 .0008-15 .0005-25	.0007-20 .0007-20 .0008-26	Ξ	<u>-</u> - - -	135-145 ⁸ 135-145 —	95-105 ⁸ 95-105 —	40-45 ³ 40-45 —		15-21 15-21 —
MAZDA 1500 Sedan, Estate 1800 Sedan 1200 Sedan, Estate R100 Coupe	69-70 69-70	13 14	52 57 53 40	51 62 57 75	15 8 10 35	2.4804 2.4804 2.200	2.0816 2.0866 1.770	.0008-29	.0011-30 .0011-30 .0011-29	10-20-30 10-20-30 10-20-30	10-20-30 10-20-30 10-20-30	55-60 55-60 47-51	61–65 61–65 43–47	32–33 32–33 25–29	12-20 12-20 12-20	7-14 7-14 7-14
MERCEDES-BENZ 200 200D 230, 230S, 25DS, 250SE. 230SL 220SE. 300SE, 300SEL. 600.	66-67 66-67 66-67 66-67	12.5 ² 11 ² 10 ² 10 ² 7 ² Speci	53 58 46 47 fications	not ava	21 9 21 23 12 11.5 ilable.	2.755 2.755 2.364 2.3598 2.359 2.364	2.04 2.04 1.889 1.887 1.887 2.04			10-20-30-40 10-20-30-40 10-20-30-40 10-20-30-40 10-20-30	10-20-30-40 10-20-30-40 10-20-30-40 10-20-30-40 10-20-30-40 10-20-30	58 ³ 65 ³ 58 ³ 58 ³ 58 ³ 72 ³ , ⁹	65 65 58 58 58 36±1.5	27 ¹⁰ 27 ¹⁰ 43 ¹⁰ 27 ¹⁰ 27 ¹⁰ 27 ¹⁰		
All. 220D/8. 220/8, 230, 250, 280. 300SEL/8. 300SEL/6.3.	69 69 69 69 70	12.5 11 12 4 SPE	41.5 47 56 	45 48 53	9 16 21 — NOT	AVAILABLE AVAILABLE 3 Cold.	Ξ	ERCEDES-I	BENZ CAN	- - - NADA LTD.	— — — Coat threads w	— — — — ith graphi	ed oil.	=======================================		= :
MRRCURY Comet 200 6 Cyl. Comet 289 V8 Comet 390 V8 (2V, 4V, HP) Comet 398 V8 (2V) Comet 427 V8 (4V, 2X4V)	. 66 . 66–67 . 67	20 16 ¹ 16 48	546 66 601 70 96	396 56 551 52 96	21 ⁶ 20 21 ¹ 24 48	2.2485 2.2485 2.7484-92 2.2485 2.7488	2.1236 2.1232 2.4380-8 2.1232 2.4384	.0005-15 .0005-15 .0005-15 .0005-15 .0007-31	.0008-15 .0008-15 .0008-15 .0008-15 .0013-32		Ξ	65-70 80-90 65-72	60-70 60-70 95-105 60-70 95-105	19-24 40-45 40-45 19-24 53-58	20-22 32-35 20-22 32-35	13-18 13-18 12-18 15-20 12-18
Cougar 289 V8 (2V, 4V)	. 67 . 66–67 . 66	16 18 12 22 ²	68, 22, 70 72 62 68 ²	52 68 60 68 ²	7-65-3 24 22 28 22 ²	2.2485 2.7488 2.3986 2.7488	2.1232 2.4384 2.1232 2.4384	.0005-15 .0005-15 .0005-15 .0005-15	.0008-15 .0008-15 .0008-15 .0008-15		-	65–72 80–90 70–75 80–90	60-70 95-105 60-70 95-105	19-24 40-45 40-45 40-45	20-22 32-35 20-25 32-35	15-20 12-18 20-25 12-18
Meteor 289 V8 (2V) Meteor 428 V8 (4V) Meteor 390 V8. Meteor 428 V8.	. 66 . 67 . 67	16 16 18	70 60 60 72 64-67-2	52 55 55 68 3; '66, 10	24 21 21 22 6-60-5	2.2486 2.7488 2.7488 2.7488 5-21.	2.1232 2.4384 2.4384 2.4384	.0005–15 .0005–15 .0005–15 .0005–15	.0008-15 .0008-15 .0008-15 .0008-15	=	=		60–70 95–105 95–105 95–105	19-24 40-45 40-45 40-45	20-22 32-35 32-35 32-35	13-18 12-18 12-18 12-18
(full-size Mercury) 352, 390 V8. 428 V8 (4V). 390, 410 V8. 428 V8.	66 67 67 68–70	16 16 18 REF.	68 60 60 72 ER TO 16-60-	68 55 55 68 FORD 55–21.	22 21 21 22 SPE.C	2.7488 2.7488 2.7488 2.7488 2.7488 IFICATIONS	2.4384 2.4384 2.4384 2.4384	.0005-15 .0005-15 .0005-15 .0005-15	.0008-15 .0008-15 .0008-15 .0008-15		Ξ	80-90 80-90		40-45 40-45 40-45 40-45	32-35 32-35 32-35 32-35	12-18 12-18 12-18 12-18
Midget, Midget Mk III, Mk III ³ Magnette Mk IV. MGB & GT. MG 1106. Midget III.	. 66 . 66 -70 . 66 . 69–70	0 16 51 51		511 35 51 511 511 arance.	2 1 15 21 2 1 2 1 2 1 2 Be	2.0 ² 2.0005-10 2.126 1.7505 2.0005-10 efore '67, 1.75	1.6254-59 1.8759-64 1.876 1.625 1.6254-9 05-10. 3 1	.0010-25 .0010-27 .001-27 .001-27 .001-27 From 68; To	.0010-25 0010-27 .001-27 .001-25 .001-25 orque specs.	10-20-30-40	10-20-30-40 10-20-30-40 10-20-30-40 10-20-30-40 104 15. 4 Max.	40 40 40 42	60 ³ 70 70 60 60 e without	35 ³ 35 35 35 45 heat treat	15 ³ 15 25 — 15 ment.	3

		VALVE	TIMING			BEARIN	IG DATA				ORQUE :			
MAKE & MODEL	YEAR	Intake	Exhaust		aft Journal meters	Fitting C (Dian		Undersizes (Thousa		Cyl.	Bear			aifolds
		Opens Close Opens Opens Opens	Opens Close OBBC AT	es Main Bearings	Con. Rod Bearings	Main Bearings	Con.Rod Bearings	Main Bearings	Con. Rod Bearings	Heads	Mains	Con. Rods	Int.	Exh.
W ORRIS Minor 1000, 850. Mini Cooper ¹ , Super ¹ . Oxford Mk V1	66 66	5 45 52 45 0 50 5 45 ial versions o	40 10 40 10 35 15 51 21 f 850. 2 Coo	1.751 1.7505-10 2.0005-64 1.7505 oper, 16-56-51	1.6256 1.6254-9 1.8759-64 1.625	.0015 .0005–20 .0010–27 .0010–27	.0006-16 .0010-25 .0010-27 .0010-25	10-20-30-40 10-20-30-40	10-20-30-40 10-20-30-40	40	65 60 70 60	33 35 35 35 35	— 15 15 15	=
All.	66-6	7 — —	onnecting rods	replaced as ass	embly.	1	1	- 1		25	_	-	-	-
OLDSMOBILE 330 V8. 400 V8. 425 V8. 250 IL 6. 250 L-6. 350 V8. 400 V8. 455 V8. 350 V8. 455 V8.	66-6 66-6 66-6 68-6 68-6 68-6 70 70 70 2 No. 16 4-bl 20 Nos W30 W34 32 '70.	7 2117 77 218 77 7 218 77 7 218 77 7 62 94 0 16 48 9 1625 5425 9 3022 7622 3034 8434 55 brg. 120. l. carb., autr. 1-4; No. 5., 110-92-96-, 24-81-74-3 25 hy	46.5 17 64 ²⁵ 20 ³ 78 ²² 24 ⁴ 64 ³² 20 ³ 78 ³⁴ 38 ³ ⁶ Also 10, 20 matic, 21 77 0015–31. 2 ² 52. 2 ³ 0005	2 13 7 24 2 2.4988-98 ³ 4 2.9993-03 8 '66-'67 S 76, 26; manual Nos. 1-4; No. -10-15-002-10 1; #2-5, 2.498 33 Also. 0	, 21, 77, 71, 31 5 120; '69, 40 1–20. 24 2.9 5. 29 '70, # 1–2. 34 '70.	.0015-31 .0015-31 .0003-29 .0003-29 .0005-21 ² .0005-21 ² .0005-21 ² .74-26. 1. 17 W/s 0 V8, all 120 1993-3 .0003 1-4; #5, (0008-18 0 0008-18 0 0007-27 0 0007-27 0 0009-31 ² 0 0004-33 0 0004-33 ⁸ 0 Nos. 1-4; td. trans ²² '68 2 ² '69 002-0034 0000 rpm. 4	23 23 50 5-10-1533 No. 5, .0020- 30-76-78-28. W/MT; A/T : 4-bbl. M/T W	1-2-10-20 2-10-12-20 2-10-12-20 2-10-12-20 2-10-12-20 34. 13 2, 99 19 Exhaust 1 21-77-76-26; 42 31 40-80-86.	80 80 95 95 96 980 80 80 93–3.0002 to inlet; or 69, M/T 12. Z67 20. 2002	uter manife exc. W30; 69, 0005-	A/T 22-6 26. 27 '70. #1-4	20, other 0-68-26; 69, exc. 5: #5, 120	W34;
403 404, 404 S/Wagon 403-B7 204 404 204, 304 404, 504	. 66-6. . 66 . 68-6. . 68-6. . 70 . 70 ! Cent	7 0 30.5 0 37.5 9 20 32 9 0 30.5 1.33° 32° 0.50 35 re, 2.008; rea t; No. 2, 2.3	35 4.5 37.5 0 33 2.5 35 4.5 35.5 10 r, 1 968. 2 06; No. 3, 2.25 140.5-39.5-3	2.161 1.850 7 09 1.8503 2.14911 Centre and read; No. 4, 2.21	1; No. 5, 2.01	³ Centre : 5. ⁷ #1.	.0015 .0007 .0010-17 .0005-26 ¹² and rear, 11 2.014, #2.	.8-19.7.	11.8-19.74 11.8-19.74 1-2-3 12 12-20 .0118 .0122 Also 31 5 .251, #4, 2.30 12; rear, 2.014	58-60c 58-60c 	50-58 50-58 	31-35 31-35 27 32 30 30 '69, 58. mains, .		
PLYMOUTH 225 6 Cyl. 227 V8. 318 V8 (Std.) 318 V8 Fury ⁹ . 318 V8 Belvedere. 383 V8. 383 V8. BP2 440 V8. 440 V8, 383 H.P.	67–68 66 67–70 67 66 67–70	3 148 468 177 47 47 47 47 48 46 46 47 47 47 47 47 47	62 18	2.5 2.5 2.5 2.5 2.63 2.63 2.750	2.187 2.125 2.125 2.125 2.125 2.37 2.37 2.374 2.374	.0005-15 .0005-15 .0005-15 .0005-15 .0005-15 .0005-15 .0005-15 .0005-15	.0005-15 .0005-15 .0005-15 .0005-15 .0005-15 .0005-15	1-2-3-10-12 1-2-3-10-12 1-2-3-10-12 1-2-3-10-12 1-2-3-10-12 1-2-3-10-12 1-2-3-10-12 1-2-3-10-12	1-2-3-10-12 1-2-10 1-2-10 1-2-10 1-2-3-10-12 1-2-3-10-12 1-2-3-10-12	85 85 85 70 2 70	85 85 85 85 85 85 85 85 85	45 45 45 45 45 45 45 45 45	2005,18 30 30 30 ¹² 30 50 50 50	10 25 25 25 25 ¹² 25 30 30 30 30

8 °	66-70 30 ¹¹ '66 BP2, 14- '68-'70, 10-5 '69, also .01 carb., 21-67-	-62-62-18. 50-58-10. 11. 15 '69,	9 And '68 Belve	750 2.375 -2-3-10-11-12. edere. 10 '68-' 17 440; 383, 2.6	5 Inch-pound 69, 18–58–64–14	s. 6 '66-'7	1-2-3-10-12 ¹ - 70, 10-50-50- 21-67-79-25 19 '70, 383,	6. 7 '66 B	P2, BR2 (In 36–68–80–2	100 75 nported), 19 24. ¹² '69 3 H.P., 440 '	-45-59-1. 0, 35, 30	35 ` 3 '69, 40. 2 bbl.
12	66-67 62 66-67 4012 66-67 5618 67 38 68 SEE 68 SEE '66, No. 1-42 350 hp., 56,	94 92.5 102 87 114 110 92 88 CHEVROLE CHEVROLE 4; No. 5, .0011 114, 110, 62.	62 2.7487 52 2.2984 CHEVY II 11 CSTANDARD 0-36. 10 # 2 14 No. 1-2;	7-97 ¹⁴ 2.199-2.2 7-97 ¹⁴ 2.199-2.2 4-93 ¹⁰ 1.999-2.0 968 SPECIFICA	0 .0003–29 2 .0004–20 ¹⁵ 2 .0004–20 ¹⁵ 0 .0008–20 ¹¹ TIONS. CIFICATIONS #5, 2 .2978–88 92; No. 5, 2 .74	.0007-27 0007-28 0007-28 0007-28 0007-28 3. 11 # 2, 78-88. 15	-2-9-10-20 -2-10-20 -2-10-20 -2-9-10-20 3, 4, .0018-2 No. 1-2; No.	0; #5; .0010 3-4, .0009-25	95 80 80 65 80		25 ¹⁷ 30 30	20 ⁶ 25 ¹⁷ 20 20 30
250 II.6	69-70 16 69 28 69 28 69 56 70 28 70 30 ¹⁵ No. 1-2; No .0015-31. 65 lb. ft.; lo 2 '70, # 1 350	48 46.5 72 78 78 75 114 110 72 78 70 ¹⁵ 77 ¹⁵ .3-4, 2.7481– ⁵ No. 1-4; Nog bolts, 75 lb 0 V8; 400 V8,	17.5 2.29 30 2.44 31 2.74 62 2.74 63 2.44 61 ¹⁵ 2.74 90; No. 5, 2, 74 10. 5, .0015–31. 0.ft. 9 Aso 3.	83-93 1.999-2 79-881 2.099-2. 84-931 2.199-2. 81-902 2.199-2. 484-9311 2.099-10. 485-9418 2.199-2.	0 0903-29 10 0008-20° 20 001-22° 20 9013-25- 00 0006-18¹2 20 0013-25¹4 1-4; No. 5, 2 74 s on engines winifold clamp ou , #5, 0008-23	.0007-29 1- .0007-28 1- .0009-25 1- .0009-25 1- .0007-28 ¹⁶ 1- .0009-25 1- .78-2.7488. .h 4 bolt caps ter; all others	22-9-10-20 -2-9-10-20 ⁹ 2-9-10-20 ⁹ -2-9-10-20 ⁰ -2-9-10-20 ³ No. 1-4; 5, 65 lb. ft.	1-2-10-20 1-2-10-20 1-2-10-20 1-2-10-20 1-2-10-20 1-2-10-20 No. 5, 0018- 7 Inside bolt 0, 350; 400, #	95 656 80° 808 65 80 34. 4 No 8, 30 lb. ft. 1–4, 2, 6484	55 45 75 45 105 70 105 70 75 50 105 50 5. 1-2; No. 3. 8 Alumin	30 30 30 30 -4, .0013-25, num head sho 479-88.	rt bolts,
	66 23 ⁵ 67-69 23 ¹² 67-69 30 ⁹ 67-68 31 ¹⁴	674 724 705 785 7012 7812 639 779 7714 9014	254 3.1 315 3.3 3112 3.1 259 3.1 3214 3.3	25 2.25 1013 2.25 10 2.25 10 2.25 10 2.25 10 2.25 10 2.25	.0002-17 .0005-20 .0002-20 .0002-20 .0002-20		1.2 1.2 1.2 1.2 1.2 1.2	1-2 1-2 1-2 1-2 1-2	95±5 95 95 95	1006 43 1006 43 1007 43 1007 43 1007 43	40 40 40 40	30 30 30 30 30 30
12	120 at rear 12 '69, 30-63-	main. 7 Kea	r main, 120, 59, 428 V8 with	⁸ No. 5, 0008-3 A/T 3. 25. 14	3 3 68-'69, '69, 428 V8 w/	265 & 290 hp	. w/AT, 22-6	7-72-25.	H.O. High	output eng	gine. 11 '69,	
Tempest, Firebird, Grand Prix Tempest 326 V8. Tempest 326 V8. Tempest & Firebird 230 OHC6. Firebird 2-bbl. 400 V8 (std. trans.). Tempest 4-bbl. 400 V8 (std. trans.). Tempest 4-bbl. 400 V8 (sud. trans.). Firebird 400 V8 Ram Air. All 350 & 400 V8s. 250 6 Cyl. 250 L6. 350, 400 V8.	120 at rear 1 2 '69, 30-63-; 66-67 22 66 231 66-67 75 67 22 67 23 67 30 67 38 68-69 7 68-69 148 70 16 70 2213 70 2314	main. 7 Kea	r main, 120. 59, 428 V8 with 25 3.6 311 3.6 7 2 25 3.0 31 3.7 31.7 31.7 31.7 31.7 31.7 31.7 31.7 3	A/T 3. 25. 40 00 2. 25 00 2. 25 00 2. 25 00 2. 25 00 2. 25 00 2. 25 00 2. 25 00 2. 25 00 2. 25 00 2. 25 00 2. 25 00 2. 25 00 2. 25 00 2. 25 00 2. 25	3	265 & 290 hp MT, 428 H.C .0005-25 .0005-25 .0007-27 .0005-25 .0005-25 .0005-25 .0005-25 .0005-27 .0005-28 .0007-27 .0005-26 ¹² .0005-26 ¹²	. w/AT, 22-6 O w/AT, 23- 1-2 1-2 1-2 1-2 1-2 1-2 1-2 1-2 1-2 1-	7-72-25.	9H.O. High 9. w/MT, 3 95±5 95±5 93±7 95 95 95 95 95 95 95 95 95 95	Output eng	## 10 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	005-26. 30± 5 30± 5

-

		V	ALVE	ΓΙΜΙΝ	G		NEV Z	BEARIN	IG DATA				ORQUE S			
MAKE & MODEL	YEAR	Int	ake	Exha	ust	Crankshaf Diam		Fitting Cl (Diam		Undersizes (Thousa			Bear		1	ifolds
			Closes °ABC			Main Bearings	Con. Rod Bearings	Main Bearings	Con.Rod Bearings	Main Bearings	Con. Rod Bearings	Cyl. Heads	Mains	Con. Rods	Int.	Exh.
PORSCHE 356C 1600SC, 912. 911. 911S. 912. 911T, 911L, 911S, 911E.	66–6 67 68–6 68–6	7 29 38 9 17 9 4 70 SP 1.968,	#2.3.	2.165, #	4. 1.57	2.165 2.244 2.244 2.2245 AVAILABLI 4. * #1, 20. 911E, 38	2.086 2.244 2.244 2.086 2.244 E FROM PO .0011-32, #2, 50-40-20.	.013 .013 .013 .0026 RSCHE. .3, .0018–2	.0011-34			22-24 22-24 22-24 22 23 -5 B.T.C.:	25 25 25 29 25	36 36 36 32 36	16 16 16 16	16 16 16 16 16
RENAULT Dauphine, Gordini, Caravalle Caravelle S-4. R4. R8. R10. R12° R16. R8 Gordini R16TA. R16TS.	66-6 . 66-7 . 66-7 . 67-7 . 69-7 . 70	7 10 0 6 0 10 ⁷ 0 10 0 31 10 21	30 ² 46 30 34 ⁷ 42 61 42 59 erances.	45 ² 46 45 46 ⁷ 46 62 46 59 ² Gor	7 ² 10 7 10 ⁷ 10 26 10 21	1.5749 1.811 1.575 1.811 2.158 1.811 2.158 2.158 d Caravelle, 7	1.731 1.890 1.890	.0005-10 ¹ .004-10	.0010-16 ¹ .0010-16 ¹ .0010-16 ¹ .0010-16 ¹ .0001-7 .0010-16	10-20-40 10-20-40 10-20-40 10-20 10-20 10-10	10-20-40 10-20-40 10-20-40 10-20-40 10-20 10-20 10-20 10 5, — .0003.	47 45 45 45 50-54 50-55 50-55 55-60 6 From '7	47 45 45 45 45 45 50 45 45 0. 7 R8,	25 25 25 35 30 35 30 30 R10; '70,	11 11 11 20 20 10–20 20–25 R12, 20–	15 ³ 15 ³ 15 ³ 20 20 10-20 15-20 60-60-20.
ROVER 3 Litre	66-7	0 181 30	40.5 42 75 , 14–46-	52.5 48 68 44-16.	27.5 12 37 2'69-	2.25 2.5 2.2992 -'70, 70.	2.0 2.00	.0010-25 .0010-25 .0009-24	.0010-25	10-30	10-20-30-40 10-20 10-20-30-40	502	.75 65 50–55	30 30 30–35	<u>-</u> 25-30	_
SIMCA 1000 1118, 1204 ² 1204.	69–7	0 —	58 55.03 not avai		14 13.33 2'69 o	1.884-5 N/A 2.0459-66	1.496 1.614 ¹ 1.6121-8	.0013-33 .002 .0015-30	.0008-30 .002 .0015-30	4-8-20	4-8-20 4-8-20 4-8-20	45 47 47	47 48 48	17 28 28	12 11.1 11.1	15 14.7 14.7
SKODA 1000 MB.	66–7	0 11	42	40	13	1.97	1.77	.0004-12	.0004-10	10-20-30	10-20-30	43	36	24	8	8
STUDEBAKER Commander, Cruiser 6 Cyl Commander, Daytona, Cruiser V8.	66	62 32.5	94 87.5	92.5 74.5	63.5 45.5	2.3004 2.3004	1.999-2.0 1.999-2.0			1-2-10-20 1-2-10-20	1-2-10-20 1-2-10-20	90-95 60-70	60-70 60-70	35-45 30-35	25-30 25-35	25–30 18–22
SUNBEAM Imp Mk. 11 Minx Deluxe Sedan Tiger 260. Alpine V, Rapier IV 1725 Sedan, Wagon, Arrow, Coupe Alpine GT	66–6 66–6 66–6 66–7 69–7 ² Hot.	7 10 8 21 8 29 0 19 ⁸ 0 29 ⁹	46 45 51 63 57 ⁸ 63 ⁹ Cold,		6 9 15 23 15 ⁸ 23 ⁹ ds lightl	1.875 2.2490-5 2.2485 2.3755 2.3755 2.7356 y oiled. 5 8-52-52-18	1.625 2.0005-10 2.123 2.125 ⁵ 2.125 ⁵ 2.125 ⁶ Also .010 uno	.0010-25 .0007-30 .0010-25 .0010-25	.0009-29 .0015-20 .0015-20 .0015-20	20-40-60 2-10-20-30 20-40 20-40	20-40 20-40-60 2-10-20-30 20-40 20-40 20-40 n centre web.	48 ³ 48 ² 42 ⁷	414 50-60 65 55 55 55 8lso .010 u	17-19 23-25 22 24 29 29 ndersize.	64 14 33 33 7 Cold	64 16 33 33

THUNDER BIRD 390 V8 (4V) 428 V8 (4V) 428 V8 (4V) 429 V8 (4V) 29 V8 (4V)	66 16 67 18 68 16 69-70 REFI	60 55 60 55 72 68 60 70 ER TO FORD	21 2.748-9 21 2.7484-92 22 2.7488 20 2.9998 SPECIFICATION: 5 66, 12-18,	2.4384 2.4925	.0005-15 .0005-15 .0005-15 .0005-25		2-10-20-30 ² 	2-10-20-30 ² 	80-904 80-904 80-90	95-1054 95-1054 95-105 —	40-45 40-45 40-45 —	32-35	23-28 ⁵ 12-18 12-18
700, 700 Deluxe. Land Cruiser FJ40, FJ45. Corona RT43. Crown. Corolla. Corona Mk II, Hi-Lux.	66-70 10 66-70 16 68-70 10 68-70 16 69-70 15	531 631 48 52 46 52 54 54 54 50 50 50 45 50 c; Deluxe & Cust 6-78, second 2.6	13 ¹ 2.3616-22 20 1.9689-95; 12 6 16 2.282-3 14 2.362 16 1.958 10 2.361 com (3R engine) 18, 957-69, third 2.754	2.1252-60 1.9680-5 2.047 1.652 2.086 58,58, 18,	.0012-20 .0004-20 .0008-24 .0004-20 .001-3 .001-2 .0015 Also 15-20 .138-50	.0004-21 .0006-26 .0004-18 .001-3 .001-2 .0015	1-5-10 ² 5-10-15 ⁴ 2-10-20 ⁷ 10-20-30-40 2-10-20-30 10-20-30 10-20-30-40 1.9686-92. 0. 8 Rear, §	1-5-10 ² 5-10-15 ⁴ 2-10-20 ⁷ 10-20-30-40 2-10-20-30 10-20-30 10-20-30-40 ⁴ Also 20. 87. ⁹ And 40	80-85 25 94 80-85 60 36-48 80 5 Rear ma	75–80 13 ⁵ 101 ⁸ 75–80 75 39–47 70	40-47 31 51 33 32 29-37 45	18-30 	18-30
TRIUMPH Triumph TR4, TR4A, TR6 Herald 1200, Spitfire 4, Mk III. Sports Six. 2000. 1300. GT6.	66-70 12 ⁴ 66 12 66-68 18 67-68 —	57 57 524 524 52 52 58 58 — — 58 58 46. 2 69 on,	17 — 124 2.001 12 2.001 18 2.001 — 2.0005 18 2.0005 con. rod 1.875, mai	1.625 1.875 1.875 1.6255 1.8775 ² ins.0015.	.0015 ² .0005 .0005 .001 .0005 .0005 ² 3 '69 on .005	.0028 .0005 .0005 .001 .001 .002 ³ 5. 4 '69-		10-20-30 10-20-30 10-20-30 10-20-30 10-20-30 ot available.	5 38-42 ¹ 42-46 42-6 42-46 42-46 5 TR6, 6	53-60 55-60 55-60 55-60 55-60 55-70.	42-46 42-46 42-6 38-42 38-42	18–20 14–16 14–16 24–26 20–22	18-20 22-24 22-4 12-14 20-22
VALIANT and BARRACUDA 170,18 225 6 Cyl. 273 V8. 383 V8. 318 V8. 318 V8. 426 V8. 440 V8.	66-69 144,5 67-70 166 68-70 10 68-70 267 70 36 70 18 ¹⁷ 4 bbl., 14, 5	A/T, 22-66-74-2	6 2.75 2 ⁵ 2.50 16 ⁶ 2.63 10 2.50 26 ⁷ 2.50 24 2.75 14 ¹⁷ 2.75 68, 10-50-58-10. 29, 8'69, 200 in. 1-12, 17'70, Sto	2.187 2.125 2.37 2.125 2.125 2.376 2.37 6 '68-'69, 18- lbs.; '70, 240 i l.; H.P. & 440	n. lbs. 9	.0005-15 .0005-15 .0005-15 .0005-201 .0005-15 .0005-15 70, 18-58-6	1-2-3-10-12 1-2-3-10-12 1-2-3-10-12 1-2-3-10-12 4 1-2-3-10-12 1-2-3-10 ¹⁶ 1-2-3-10 ¹⁶ 66-14; H.P. en	1-2-3-10-12 1-2-3-10-12 1-2-3-10-12 1-2-3-10-12 1-2-3-10-16 1-2-3-10-16 g. 21-67-79-25	85 70 85 70 ¹¹ 75 70	85 85 85 85 85 100 85 -'69 W/M' 12 '69-'70		16.68 30 50 ¹² 30 ⁹ 50 ⁹ 72 in.lb: 50 7, 22–66–7	30 74–22;
	66 29 6 67 29 6 68-70 39 ⁵ ,11 68 33 .51 69-70 33 .26	76.1 71.6 935.11 655.11 2 65.512 33.512 6 65.26 65.26 No. 2, .0008-22 #1-4, .0005-25	33.20 2.4995-05	1.874-5 1.8625-35 1.7705-12 1.9975-85 1.9975-75 15-19; rear, .00 0.5 cu. in. #1-	.0008-27 ¹ .0005-24 ² .0010-25 .0009-28 ¹⁰ .007-21. 4	.0010-29 .0010-32 .0010-32 Oiled three	ads. 5 HB2 8-25. 8 69,	5-10-20-30 5-10-20-30 5-10-20-30 5-10-20-30 5-10-20-30 5-10 5-10 12, w/HB23 enginet 30. 9 No	38-43 63-73 73 43 83 83 gine, 39-73 os. 1-4; No	55-60 55-604 58 58 83 83-71-41.		14 13–15 14 14 14 14 14 12, 2, 4995– 10 Nos.	14 13–15 14 14 14 14 -2.5005.
	66-69 7.5 66-70 7.5 70 6 1 No. 4, 1.574	37 44.5 35.5 22.5 48. Cranker	3 2.16541 4 2.16541 4 2.16541 3 2.16541 ase studs, 10mm, 22 oiled. ⁵ From '7		.0019-40 .0016-40 .0016-40 .0016-40 25 ft, lb.; 8	.0008-27 .0008-27 .0008-30	10-20-30 10-20	10.1-20.3 10-20-30 10-20-30 10-20 m. c'case studs	23 23 23 23 24–26; 8	2 3 3 2 mm. 14 ft.	36 36 36 ⁴ 22-25 ⁴ lb.		=

	VALVE TIMING						NG DATA			TORQUE SPECIFICATIONS (Clean unlubricated threads except as noted				
MAKE & MODEL	YEAR	Intake	Exhaust		ft Journal neters	Fitting C (Dian		Undersizes (Thousa			Beari		•	ifolds
		Opens Closes °BTC ABC	Opens Closes °BBC °ATC	Main Bearings	Con. Rod Bearings	Main Bearings	Con. Rod Bearings	Main Bearings	Con. Rod Bearings	Cyl. Heads	Mains	Con. Rods	Int.	Exh.
VOLVO B16, B18, B20B, B30A B20E Engine	66–7 70	3		2.498 2.498	2.13	.001-3	.0015-30	10-20-30-40	² 10-20-30-40 ² 10-20-30-40	02 65-70	90	38-42 40		Ξ
WOLSELEY 6/110	B18	B, B18D, 95 hp	(up to 90 hp.) so b. & up; B20B, l	B30A, Int. V	lash .057 in	., Int. V. op	ens at TC.	² And 50.	³ B20E, Int.	V. lash	.056 in., In	t. V. open	s at 1C; s 5.5°B7	rc.
9,110	00	, 4)	21 .	2.3/4	2.00	.002	.0015	10-20-30-40	10-20-30-40) /5	75	50		

IGNITION

					DISTRIB	UTOR				IGN	ITION TI	MING
MAKE & MODEL	YEAR	Make	Cam Angle (Deg.)	Breaker Arm Spring Tension (Oz.)	Breaker Point Gap (In.)	Rota- tion	Max. Advance Centrifugal: Degrees @ Distributor RPM	Max. Advance Vacuum: Degrees @ Inches of Mercury	Spark Plug Gap	Spark Occurs Before TDC @ Idle	Mark Loca- tion	Firing Order
CADIAN and BEAUMONT 44 6 Cyl. 33 V8. 50 6 Cyl. 77 V8. 44 II.6 50 II.6 50 II.6 50 V8. 17 V8.	66–67 66 67 67–69 67–69 68–69 68–69 2 All '66 15–17 8@15	. 25 Hg. -16, 350 w/ /AT 4 deg.,	4 68 Dist. 14 AT 8@11.25 w/MT 0 deg	-16(a)2050; Hg.	8@16.5-17 -'67 w/275 hp @11.25-12.75	5. 5 '68 p., '66 w/3	12/14@1150 14/16-2000 14/16@1600 12/14@20509*4 13-15@1900 14-16@1600² 13-15@2150 13-15@2150 15-17@25001² 5@15-17.25, * A: 3-69 Dist, 325 350 w, 850 hp., 14/16-2550; 9, Dist, 255 hp. w/A'1	AT 15-17@2500; 3	50 w/MT 17- 5.7@8.2.	19@2500; H 0 '68-'69 w/.	g. '68-'69 : AT: w/M]	325 w/MT Γ 0 deg
10, 250 L6. 17 V8. 10 V8.	70 70 1 '70, w vac. 1	0.3@16.5 -	31–34 29–31 29–31 6; 250, 15–170 17. 8. 4 '70 10. 3@16. 5–1	19-23 	. 016 . 016 . 016 30 15–17@23 Γ 8. 5 70,	C CC CC 00, 250 13 2 bbl. w/	17-19@2300 ¹ 13-15@2150 ³ 13-17@2350 ⁵ 15@2100. ² '70, MT; w/AT 15-17@2	11.5@15-17.25 8@11.2-12.7 ³ 13@16-17.5 ⁶ w/MT; w/AT 4°. 200; 4 bbl. w/MT 1	.035 .035 .035 .3 '70, w/M7 3-17@2350, w	TDC ² 2 ⁴ TDC ² T; w/AT centr/AT 12-14@	VD VD VD t. 11–13@. ()2350.	153624 1843657 1843657 2150,
MERICAN MOTORS assic & American 6 OHV nbassador and Classic V8 arlin 232 6 Cyl. arlin 287, 327 V8.	66	AL AL DR DR	28-35 28-32 31-34 28-32	17-21 17-22 17-21 17-21	.016 .015-19 .016 .016	C CC C	22-2100 36-1900 12-14@2200 17-19@1900	22-16.5 20-15 22@16.5 20@15	.033-37 .033-37 .033-37 .033-37	58 54 54 54	VD VD VD VD	153624 184365 153624 184365

1	67-69 67-69 70 70 70 70 70 2 Set at 3 w/MT 7 7 70, du	deg. for premi	'68 Dist. 14 Hornet & C	13 DR, plus 16@1950, Gremlin 145	g gap .016; vacu	1. 16 68,	@20.5. 14 '68 Ignition ± 1; 343	11@17 11@17 12@19.5 12@20 ¹⁵ 9@14.7 18 9@14.5 12@18.5 ng., prem. fuel only. 2-14@2000: Ignition Dist. 13-15@2200, H: 12-14@2200, vac. ly V11-13@2000.	g. 12@19.5; 39	Rogue w/A' 90 Dist. 14- 8 '70, dual o	16@2200.	
	66 66 66 66 66 67-70 67-69 66-69 67-70 66-68 66-68 67-70 67	Luc. Luc. Luc. Luc. Luc. Luc. Luc. Luc.	57-63 33-37 57-63 57-63 33-37 57-63 57-63 57-63 57-63 57-63 32-38 57-63 32-38 57-63	18-24 18-24 18-24 18-24 18-24 18-24 18-24 18-24 18-24 18-24 18-24 18-24 18-24 18-24 18-27 18-24	.014-16 .014-16 .014-16 .014-16 .014-16 .015 .015 .015 .015 .015 .015 .015 .015	CC	15/17-2750 14/16-2000 14/16-2000 12-14-2300 14-16-2000 11/13@2800 17@1700 20@3300 15@3500 17@2750 12@1500 15@2500 9@2750 12@3500 13.300 13.300 13.300 13.300 13.300 13.300 13.300 13.300 13.300 13.300 13.300 13.300 13.300	6-12 ⁴ 8-12 6/8-12 ⁵ 5/7-28 8-12	.025 .025 .025 .025 .025 .025 .025 .025	51 12 3 5 0 5 5 6 7 4 36,7 8 8 16 8 15 w/AT 4 deg	Pul. Pul. Fly. Pul. Pul. Fly. Fly. Fly. Fly. Pul. Pul. Pul. Pul. Pul. (69, MT	1342 153624 1342 1342 153624 1342 1342 1342 1342 1342 1342 153624 1342 153624 5 static,
1600, 1800		Bosch Bosch	34–39 30–35	14-17 14-18	.016-20 .020	CC	34–39@3500 30–35@3000	13@8 6.5@6	.028	3 3	Pul. Pul.	1342 1342
BUICK Special (225 V6)	66-67 66 66-67 67 68-70 68-69 70 70 '68, w/N	DR DR DR DR DR DR DR DR DR DR DR T; '69, 15-17	30± 1 30± 1 30± 1 30± 1 30 32± 2 30± 1 30± 1 30± 1 70@2100; '68 factory adju	3 3 -'69, w/AT	.016± .003 .016± .003 .016± .003 .016 .016 .019 .016 .016 .016 .016 .016 .016 .016 .016	C C C C C C C C C C C C C C C C C C C	12/14-2100 15/17-2300 14/16@1950 13/15-2300 14-16@2350 15-17@20501 13-15@2300 13-15@2300 13-15@3004 05:400,430,15-17	9@15 9@15 8@15 9@18 9@18 6-8@15-17.25 6-8@14.5-15.75 6-8@14.5-15.75 6-8@14.5-15.75 2300; 69, 15-170.2 1 10-12@2300, spark	.035 .035 .035 .035 .035 .030 .030 .030	5 2.5 2.5 2.5 2.5 2.5 0 ¹ 0 6 6 4 bbl. carb		165432 18436572 12784563 18436572 18436572 153624 18436572 18436572 18436572 18436572 18436572 18436572
CADILLAC All	67 68–70	DR DR DR	30 30 30	19-23 19-23 19-23	.016 .016 .016	CCCC	7-9@2000 12-16@2000 12-14@21251	10@19/20.5 13@18.5 13@11.3-12.6 ²	.035 .035 .035	5 5 53	VD VD VD	18726543 18726543 15634278
CHECKER 230 6 Cyl. Engine	69-70,	12-14@2000. DR	² '69, 12	1.25@13; '7 19-23	0, 13–15.8@12.	3 '70, 7.	30-3200 ⁸	21-14.53	.033-38	4	VD	153624
Al-Autolite. ATC-After top HitHitachi. Hg-Mercury.		BTC—Before	ore top centraliar—Marelli			C—Counter P—Prestolite		—Delco Remy. D TDC—Top dead	uc—Ducellier. centre. VI		Flywheel. on damper	



Normal Normal Spark Plug	Plug Gap
ACADIAN (Check year and engine, refer to Chevrolet)	
AMBASSADOR-MARLIN-JAVELIN-AMX 6-Cylinder Engines 1965-70 232 cu in N-14Y	.035
1965-70 232 cu.in. N-14Y V-8 Engines 1970 304 cu.in. UN-12Y or N-12Y 1970 360 cu.in. 245, 290 HP. UN-12Y or N-12Y 1968-70 390 cu.in 315, 325 HP. UN-12Y or N-12Y 340 HP. N-10Y 1967-69 290, 343 cu.in. UN-12Y or N-12Y 1960-66 287, 327 cu.in. UN-12Y or N-14Y	.035 .035 .035 .035 .035 .035
BARRACUDA (Check year and engine, refer to Dodge)	
BEAUMONT (Check year and engine, refer to Chevrolet)	
BUICK Section Continue	.035 .035 .035 .035
V-8 Engines 1970 455 cu in. BL-11Y 1969-70 350 cu in. RBL-13Y or UBL-13Y 1969 400, 430 cu in. RBL-13Y or UBL-13Y 1967-68 350, 400, 430 cu in. RBL-13Y or UBL-13Y 1965-67 300, 340 cu in. UJ-12Y 1958-66 364, 400, 401 cu in. UJ-12Y 1963-66 425 cu in.	.030 .030 .030 .032 .035 .035
Hi-Speed Service. UJ-10Y *1958-65—.032"	.035
CAMARO 6-Cylinder Engines 1970 250 cu.in	.035 .035 .035
V-B Engines 1969-70 307 cu.in. RJ-12Y or UJ-12Y 1969-70 350 cu.in. 255, 300 HP. RJ-12Y or UJ-12Y 1970 350 cu.in. 360 HP (Z-28). RJ-6 or UJ-6 1970 396 (402 cu.in.) 350 HP. BL-11Y 375 HP. BL-17Y 1969 302 cu.in. (Z-28). RJ-6 or UJ-6 1969 302 cu.in. (Z-28). RJ-6 or UJ-6 1969 327 cu.in. RJ-12Y or UJ-12Y 1969 396 cu.in. 265, 325 HP. RN-10Y or N-10Y 1967-68 327, 350 cu.in. UJ-12Y 1967-68 396 cu.in. C55, 325 HP. (1) 350, 375 HP. RN-10Y or N-10Y 1967-68 396 cu.in. RJ-12Y or UJ-12Y 1967-68 3727, 350 cu.in. (1) 350, 375 HP. RN-10Y or N-10Y 1967-68 3727 AGREE RN-10Y or N-10Y 1967-68 396 cu.in. RN-10Y or N-10Y	.035 .035 .035 .035 .035 .035 .035 .035
(1) 350, 375 HP. (1) 350, 375 HP. N-10Y (1) Cast Iron Heads—useRN-12Y or UN-12Y Aluminum Heads—useRN-10Y or N-10Y CHEVELLE (Check year and engine, refer to Chevrolet)	.035
CHEVROLET 6-Cylinder Engines	
1970 230, 250 cu.in RBL-13Y or UBL-13Y 1969 230, 250 cu.in RN-12Y or UN-12Y 1963-68 UN-12Y 1959-62 UJ-10Y V-8 Engines	.035 .035 .035 .035
1969-70 350 cu.in. 2 & 4-bbl, Carb. RJ-12Y or UJ-12Y 1969-70 307 cu.in. RJ-12Y or UJ-12Y	.035

Norma MODEL Spark PI	l Plu ug Ga	
CHEYROLET—Continued 1970 400 cu.in. (Small Block)		
CHEVROLET — Continued 1970 400 cu.in. (Small Block) 265 HP—2-bbl. Carb RJ-12Y or UJ-1 1970 396 (402 cu.in.) 330, 350 HP BL-1 375 HP BL-1 360, 390, 450 HP BL-1 1969 327 cu.in RJ-12Y or UJ-1 1969 427 cu.in. 335 HP RN-12Y or UN-1 390, 425 HP RN-12Y or UN-1 390, 425 HP RN-10Y or N-1 1969 396 cu.in. 265, 325 HP RN-10Y or N-1 1965-68 396, 427 cu.in. Std. Engines UN-1	2Y .03 1Y .03 7Y .03	35 35
1970 454 cu.in. 345 HP	1Y .03 7Y .03	35
1969 327 cu.in	2Y .03 2Y .03 0Y .03	35
1969 396 cu.in. 265, 325 HP	(1) .03 0 Y .03	35
1965-68 396, 427 cu.in. Std. Engines	2Y .03	35
Std. Englies	2Y .03 2Y .03	35
1962-68 327 cu.in. 250-300 HP. Over 300 HP. Normal Serv	2Y .03	35 35
1962-96 327 (u.nl. 250-300 HP Normal Serv. Competition. 1955-68 265, 283 cu.in. UJ-1 (1) Cast Iron Heads—use. RN-12Y or UN-1 Aluminum Heads—use. RN-10Y or N-1	J-7 .03 J-6 .03 2Y .03	30 35
CHEYY II (Check year and engine, refer to Chevro		
2-bbl. Carb. J-1 4-bbl. Carb. J-1	14Y .0:	35 35
CHRYSLEX 1968-70 383 cu.in. 2-bbl. Carb. J-1 4-bbl. Carb. J-1 1966-70 440 cu.in. Std. Eng. 350 HP J-1 Hi-Perf. 365, 375 HP J-1 1966-67 383 cu.in. 2-bbl. Carb. L-1	3Y .0:	35
1966-67 383 cu.in. 2-bbl. Carb. J-1	4Y .0:	35
1966-67 363 CU.III. 2-bbl. Carb.	3Y .03	35
1959-65 413 cu.in. Two 4-bbl. Carb. (1963-64) Hi-Perf. 300 Series. Standard Engine. J-1	11Y .0:	35 35
COMET (Check year and engine, refer to Mercur	4Y .0:	35
COUGAR (Check year and engine, refer to Ford) CYCLONE (Check year and engine, refer to Merc	·IIIV)	
DART (Check year and engine, refer to Dodge)	,	
DODGE 6-Cylinder Engines 1960-70 (OHV)	14Y .0:	35
V-8 Engines 1968-70 318 cu.in. N-1	14Y .0:	35
1968-70 340 cu.in. N 1968-70 383 cu.in. 2-bbl. Carb. J-1	-9Y .03 4Y .03 1Y .03	35
1964-69 273 cu.in. 2-bbl. Carb. N-1 4-bbl. Carb. N-1	4Y .0:	35 35
V-8 Engines 1968-70 318 cu.in. N-1 1968-70 330 cu.in. 2-bbl. Carb. J-1 4-bbl. Carb. J-1 1964-69 273 cu.in. 2-bbl. Carb. N-1 1966-70 426 cu.in. 2-bbl. Carb. N-1 1966-70 426 cu.in. (Hemi-Engine) N-1 1966-70 440 cu.in. 350 HP J-1 1967 318 cu.in.	10 Y .03 13 Y .03	35
1967 318 cu.in. 3/8" (Short) Reach—'A' Eng	14Y .0:	35
1967-318 Cu.in. J-1 3/4" (Long) Reach—'A' Eng. N-1 1960-67 383 cu.in. 2-bbl. Carb. J-1 4-bbl. Carb. Std. Engine J-1 Hi-Perf. Engine J-1 1960-66 313, 318, 361 cu.in. J-1	14Y .0:	35 35
Hi-Perf. Engine. J-1 1960-66 313, 318, 361 cu.in. J-1	11Y .0:	35
FAIRLANE (Check year and engine, refer to Fore FALCON (Check year and engine, refer to Ford)	d)	
FIREBIRD (Check year, engine, refer to Pontiac U	ISA)	
FORD 6-Cylinder Engines 1965-70-240-250 cu in UE-11V or	860 0	35
6- Cylinder Engines 1965-70 240, 250 cu.in. UF-11Y or 1960-70 200, 223 cu.in. UF-11Y or Normal Service. UF-11Y or	860 .0:	35
Normal Service UF-11Y or Sustained High Speed Service UF-9Y or 1970 170 cu. in UF-11Y or 1960-69 144, 170 cu. in UF-14Y or	860 .03 860 .03 870 .03	35 35

MODEL	Normal Spark Plug	Plug Gap	MODEL	Normal Spark Plug	Plug Gap
FORD—Continued			PONTIAC—Continued		
V-8 Engines			1963-68 230, 250 cu in	UN-12Y	.035
1968-70 302, 351 cu.in. 18mm			1963-68 230, 250 cu.in	UJ-10Y	.035
2-bbl. Carb.—Normal Service	UF-11Y	.035	V-8 Engines		
Hi-Speed Service 4-bbl. Carb 1967-70 390 cu.in. 4-bbl. Carb 2-bbl. Carb	UF-9Y	.035	1969-70 350 cu.in. 2 & 4-bbl. Carb	2Y or 111-12Y	.035
1967-70 390 cu.in. 4-bbl. Carb	UF-9Y	.035	1970 400 cu.in. (Small Block)		
2-bbl. Carb	UF-11Y	.035	265 HP 2-bbl. Carb	2Y or UJ-12Y	.035
		.035	1970 454 CU.In. 345 HP	RI.7V	.035
4-bbl. Carb. 2-bbl. Carb. 1969-70 302 cu.in. "Boss" 290 HP 14mm	UBL-13Y	.035	1969 427 cu.in. 335 HP RN-1	2Y or UN-12Y	.035
1969-70 302 cu.in. "Boss"	DI 7V	025	390, 425 HP RN	10Y or N-10Y	.035
1970 429 cu in (CI-Series)	BT-1A	.035	1969-396 CU.In. 2-DDI. Carb RN-1	2Y OF UN-12Y	.035
370-375 HP 14mm	BL-7Y	.035	1966-68 427 cu.in. 390, 425 HP	N-10Y	.035
375 HP "Boss" 14mm	BL-7Y	.035	1963-65 409 cu.in	UN-12Y	.035
1969-70 302 cu.in. "Boss" 290 HP 14mm 1970 429 cu.in. (CJ-Series) 370-375 HP 14mm 375 HP "Boss" 14mm 1968-70 429 cu.in. 18mm 1963-68 260, 289 cu.in. (Exc. 271 HP) Normal Service Hi-Speed Service	UF-91	.035	210 thru 300 HP	III-12Y	.035
1963-68 260, 289 cu.in. (Exc. 271 HP)		TO STANFF	Over 300 HP Normal Service	J-7	.035
Normal Service	UF-11Y	.035	Competition	UJ-6	.032
Hi-Speed Service 271 HP. 1962-68 406, 427 cu.in. 1958-66 221, 260, 332, 352, 361, 390 Standard Engines—2 & 4-bbl. Carb. Hi-Perf. Options	UF-91	.035	1963-65 409 Cu.in. 1962-68 327 cu.in. 210 thru 300 HP. Over 300 HP Normal Service. Competition. 1955-67 265, 283 cu.in. PONTIAC (USA Models)—(Firebird G	TO Grand	.035
1962-68 406, 427 cu.in.	UF-9Y	.030	Priv Tampet La Mane Catalina Evacut	ive Ronneville)	
1958-66 221, 260, 332, 352, 361, 390		005	6-Cylinder Engines 1970 250 cu. in. RBL-13 1969 250 cu. in. OHC RN-1 1967-68 230, 250 cu. in. OHC. 1966 230 cu. in. OHC		
Standard Engines—2 & 4-bbl. Carb.	UF-11Y	.035	1970 250 cu.in	Y or UBL-13Y	.035
MAVERICK (Check year and engine,	refer to Ford)	.033	1967-68 230, 250 cu in, OHC	UN-12Y	.035
MERCURY (Marauder, Marquis, Mona	arch. Monterey)	134	1966 230 cu.in. OHC	UJ-10Y	.035
6-Cylinder Engines		005	V-8 Engines	12V or III 12V	025.
1969-70 250 cu.in. 1964-68 200 cu.in. 1961-65 223, 240 cu.in. 1960-65 144, 170 cu.in.	UF-11Y or 860	.035	1970 455 cu in. RI-1	2Y or UJ-12Y	.035
1961-65 223, 240 cu.in.	UF-11Y or 860	.035	1969 428 cu.in	OY or UJ-10Y	.035
1960-65 144, 170 cu.in.	UF-14Y or 870	.035	1967-68 350, 400 cu.in	UJ-12Y	.035
			1960-67 389 cu in 2 & 4-bbl. Carb.	UJ-12Y	.035
1968-70 302, 351 cu.in. 18mm 2-bbl. Carb.			V-8 Engines 1969-70 350, 400 cu.in	UJ-10Y	.035
Normal Service	UF-11Y	.035			
A-bbl Carb	UF-9Y	.035	6-Cylinder Engines 1964-70 American, Classic, Hornet		
1966-70 390 cu.in. 4-bbl. Carb	UF-9Y	.035	(199, 232 cu.in.)	N-14Y	.035
Hi-Speed Service 4-bbl. Carb. 1966-70 390 cu.in. 4-bbl. Carb. 2-bbl. Carb.	UF-11Y	.035			.035
1970 351 cu.in. 14mm	RI -11Y	.035	V-6 Englies 1970 304 cu.in. 245, 290 HP UN- 1970 360 cu.in. 245, 290 HP UN- 1968-70 390 cu.in. 315, 325 HP UN- 340 HP 1967-69 290, 343 cu.in. UN- 1960-66. TORINO (Check year and engine, refe	12Y or N-12Y	.035
2-bbl. Carb.	UBL-13Y	.035	1968-70 390 cu.in. 315, 325 HP UN-	12Y or N-12Y	.035
1969-70 429 cu.in. 18mm	UF-9Y	.035	340 HP	12V or N 12V	.035
370-375 HP 14mm	BI-7Y	.035	1960-66	H-14Y	.035
1966-70 428 cu.in	UF-9Y	.035	TORINO (Check year and engine, refe	er to Ford)	
1963-69 406, 410, 427 cu.in	UF-9Y	.035	VALIANT	NIIIV	.035
Normal Service	UF-11Y	.035	1969-70 340 cu in	N-9Y	.035
Hi-Speed Service	UF-9Y	.035	1964-70 273, 318 cu.in.		
271 HP	UF-9Y	.035	2-bbl. Carb.	N-14Y	.035
1970 351 cu.in. 14mm 4-bbl. Carb. 2-bbl. Carb. 1969-70 429 cu.in. 18mm. 1970 429 cu.in. (C-J Series) 370-375 HP 14mm. 1966-70 428 cu.in. 1963-69 406, 410, 427 cu.in. 1964-67 289 cu.in. (Exc. 271 HP) Normal Service. Hi-Speed Service 271 HP. 1963-64 260 cu.in. 1958-65 V-8 352, 383, 390, 430 Standard Engines 2 & 4-bbl. Carb. Hi-Perf. Options.	01-111	.033	1960-70 All 6-Cyl. 1969-70 340 cu.in. 1964-70 273, 318 cu.in. 2-bbl. Carb. 4-bbl. Carb. VOLKS WAGEN	N-101	
Standard Engines 2 & 4-bbl. Carb.	UF-11Y	.035	VOLKS WAGEN All Models except 411 Model 411 (34" Reach)	L-88	.030
METEOR (Check year and engine, re	for to Ford)	.030	VOLVO (Eng. Ser. # beside Dist.)	N-88	.030
MONTE CARLO (Check engine, refe	r to Chevrolet)		4-Cylinder Engines		
MONTEGO (Check year and engine, re	fer to Mercury)	- 1 1	B16A (Eng. Ser. #4953)—Single Carb	J-7	.028
MUSTANG (Check year and engine,	refer to Ford)		B16B (Eng. Ser. #4953)	J-6 OF UJ-10Y	.028
OLDSMOBILE			B18B (Eng. Ser. #4968:00)		
6-Cylinder Engines	V or HRL-13Y	.035	100 HP (9.5:1)	L-87Y	.028
1969 250 cu.in	2Y or UN-12Y	.035	(Eng. Ser. #4968:12, 17) 108 HP (10.0:1) Normal Service	III -82Y	.028
1970 250 cu.in. RBL-13' 1969 250 cu.in. RN-1 1966-68 250 cu.in. RN-1 1964-65 V-6.	UN-12Y	.035	Light Service & Fou	lingL-87Y	.028
V-8 Engines	03-121	.055	(Eng. Ser. #4968:19, 36, 38, 42, 60) III 02V*	.028
1000 70 250 400 455 au in			B18D (Eng. Ser. #4968:02, 15, 16, 18	01-021	.020
2-bbl. Carb. RJ- 4-bbl. Carb. Normal Service. RJ- Hi-Speed Service. RJ- 1959-68 All (Except 61-63, 215 cu.in. A Normal Service. Hi-Speed Service.	12 Y or UJ-12 Y	.030	VOLVO (Eng. Ser. # beside Dist.) 4-Cylinder Engines B16A (Eng. Ser. #4953)—Single Carb B16B (Eng. Ser. #4953).—Single Carb B18B (Eng. Ser. #4968)—Single Carb B18B (Eng. Ser. #4968:10) 100 HP (9.5:1). (Eng. Ser. #4968:12, 17) 108 HP (10.0:1) Normal Service Light Service & Fou (Eng. Ser. #4968:19, 36, 38, 42, 60 115 HP (10.0:1) Normal Service B18D (Eng. Ser. #4968:2, 15, 16, 18 21, 22, 40, 41) 90, 95, 100 HP B20A (Eng. Ser. #4969)—Single Carb	1 071	.028
Hi-Speed Service RJ-	10Y or UJ-10Y	.030	B20A (Eng. Ser. #4969)—Single Carb.	L-87Y	.028
1959-68 All (Except 61-63, 215 cu.in. A	lum. Heads)	.030	B20B (Eng. Ser. #4969:10, 11, 12, 13)		
Hi-Speed Service	UJ-10Y	.030	118 HP (9.5:1) Normal Service	UL-82Y*	.028
PLYMOUTH (Check year and engine,	refer to Dodge)		90, 95, 100 HP B20A (Eng. Ser. #4969)—Single Carb B20B (Eng. Ser. #4969:10, 11, 12, 13) 118 HP (9.5:1) Normal Service B20E (Eng. Ser. #4969.40) 130 HP (10.5:1).	UL-82Y	.028
PONTIAC (Canadian Models)			6-Cylinder Engines		
6-Cylinder Engines	Y or IIRI -13V	.035	6-Cylinder Engines B30 (Eng. Ser. #4969:53, 54) 145 HP (9.21) Normal Service *Sustained High Speed Service, L	UL-82Y*	.028
1970 250 cu.in	2Y or UN-12Y	.035	*Sustained High Speed Service, L	-81	
			the state of the s	Charles Services	

			DISTRIB	UTOR				IGN	TION TI	MING
MAKE & MODEL YEAR	Make	Cam Angle (Deg.) Brea Arm S Tensi (Oz	oring Point Gap	Rota- tion	Max. Advance Centrifugal: Degrees @!Distributor RPM	Max. Advance Vacuum: Degrees @ Inches of Mercury	Spark Plug Gap	Spark Occurs Before TDC @ Idle	Mark Loca- tion	Firing Order
Checker continued . 283, 327 V8 Engine . 66-6; 307 V8 . 68 327, 3506 . 68-7; 250 6 Cyl . 69-76 2 New 7 '69, 8 '70,	DR DR DR DR points; used,	28-32	3 .019 3 .019 ² 3 .019 36@4600, w/AT 28 300: 350, 26@4700	: Hg. 327, 20	30-40004 28@4300 30@41007 32@42005,11 23@16. 4 '67 327 0@17, 350 24@13; 3 24@17.5. 12 '70	gap .035; spark 327.	.033-38 .033-38 .033-387 .035 04200. 5 w/N w/MT 2 ATC,	8 2 47 TDC ⁹ AT; w/AT, w/AT 2 B'		18436572 18436572 18436572 18436572 153624 6 Not '68.
	DR DR DR DR DR DR uto. trans., 9/1	31-34 19-2 31-34 19-2 31-34 19-2 31-34 19-2 31-34 19-2 31-34 19-2 11-2100, timing 14 do	3 .016 3 .016 3 .016 3 .01918 3 .01918 4 .01918		13/15-2100 ⁵ 9/11-2400 8/10@2450 8/10@1400 ¹³ 13-15@2100 ⁵ 12-14@2200 ¹⁵ 16 w/auto. trans 16 140 hp. 11@	12@13.5-14.3 12@14.5-15.5 12 11@13.75 ¹⁴ 12@14.5@15.5 12@14.5-15.5 ¹⁶ ,,8-10@1600. ¹⁴ 13.8-14. ¹⁷ 110 ¹	.035 .030 .030 .030 .033–38 .028–33 '66 w/std. trans		CP CP CP CP Pul. VD -14; auto.	145236 145236 145236 145236 145236 145236 trans.,
	DR DR DR DR DR DR DR DR SEE FUI	31-34 19-2 28-32 19-2 28-32 19-2 31-34 19-2 31-34 19-2 31-34 19-2 28-32 19-2 LL SIZE CHEVRO (14@1150; 230 engin	3 .016 3 .016 3 .016 3 .016 3 .016 3 .016 3 .016 4 .016 LET SPECIFICA	C C C C C C C TIONS.	13/15-1850 ¹ 14/16-2000 ⁸ 12/14@2050 ⁴ 13-15@1900 13-15@1400 17-19@2300 ⁶ 13-15@2150 ⁷	11.5@11/13.5 8@15-15.75 7.5@15.5 ⁴ 10@14.2-14.5 10@14.2-14.5 11.5@15-17.25 8@11.2-12.7 ⁸ 3-15@2100, 4*66.3	.035 .035 .035 .035 .035 .035 .035 .035			153624 18436572 18436572 153624 153624 153624 18436572 2; spark 10°.
Chevelle 194 & 230 6 Cyl. 66 283 V8. 66-6. Chevelle 327 V8, (250, 275, 300 350 hp.) 66-6. Chevelle 396 V8. 66-61 Chevelle 230 IL.6. 67-61 Chevelle 250 II.6. 67 Chevelle 283 V8. 67 307, 327, 275 hp. V8, 250 L6. 68 327 V8, 250 hp. 68	DR 7 DR 7 DR 8 DR 8 DR DR DR SEE CHI	31-34 19-2 28-32 19-2 28-32 19-2: 28-32 19-2: 31-34 19-2: 31-34 19-2: 28-32 19-2: EVY II 1968 SPEC 28-32 19-2:	3 .016 3 .016 5 .016 3 .016 3 .016 3 .016 6 .016 5 .016	0000000	14-16@1600 14/16@2000 12/14@20506 14-18@25006 14-16@16008 13-15@1400 13-15@2100	14.25@14.5 8@15-15.75 7.5-15.5° 6.4@11.3-12.5° 10@14.2@14.5 10@14.2-14.5 8@15-15.75	.035 .035 .035 .035 .035 .035 .035	83 4 86 4 47 4 4	VD Pul. VD VD VD VD VD VD	153624 18436572 18436572 18436572 18436572 153624 18436572
69-7(\$\sqrt{full-size Chevrolet}\) 283 V8 (2 bbl., carb.). 66-6: 327 V8 (250, 275, 300, 350 hp.). 66-6: 396 V8 (325, 425 hp.). 66-6: 427 V8. 66-6: 427 V8. 66-6: 427 V8. 66-6: 427 V8. 385 hp. 68 4 350 l	30 eng., 4. 0 7 DR 7 DR 7 DR 7 DR 7 DR	LL SIZE CHEVRO 6 350 hp., eng., 14/10 30 19-2 28-32 19-2: 28-32 19-2: 28-32 19-2: 28-32 19-2: 28-32 19-2: 28-32 19-2: 28-32 19-2: 28-35 19-2: 28-35 19-2: 28-35 19-2: 28-35 19-2: 38-35 19	5@2550, 5.7@8.2, 3 .016 5 .016 6 .016 6 .016	spark 10. C C C C C C C C C C C C C C C C C C	7 w/AT; w/MT, 0 13/15-1875 12/14@20504 12/16@220014 13-15@1400 14-18@2500 67, 14-18@2500.	deg. 8'68, 17-1' 8@15-15.75 7.5-@15.54 6.4@11.3-12.5 10@14.2-14.5 6.4@11.3-12.5 8@15-16 10 425 hp., 8.	9@2300. 9 '6 .035 .035 .035 .035 .035 .035	68, 15–17@2 4 8 10 ⁷ 4 4 ¹⁶	VD VD VD VD VD VD VD VD VD	5-16. 18436572 18436572 18436572 153624 18436572 18436572

18436572

18436572

```
19-23
                                                                                              17-19@23001
                                                                                                             11.5@15-17.25
                                                                                                                               .035
230, 250 L6.....
                                        DR
                                                  31-34
                                                                          016
                                                                                                                                                    VD
                                                                                                                                                            153624
302, 307, 327 V8 (210, 235 hp.)....
                                        DR
                                                   28-32
                                                             19-23
                                                                          016
                                                                                    C
                                                                                              15-17@22003
                                                                                                             8@15-164
                                                                                                                              .035
                                                                                                                                            25
                                                                                                                                                    VD
                                                                                                                                                            153624
                                                   28-32
                                                             19-23
                                                                         .016
                                                                                    C
                                                                                                             13@16-17.517
                                                                                                                              035
250 V8. 250, 255, 300, 350 Corvette...
                                        DR
                                                                                                                                                    VD
                                                                                                                                                            18436572
                                                   28-32
                                                             19-23
                                                                         016
                                                                                    C
                                                                                              15-17@25009
                                                                                                             8@15-168
                                                                                                                              035
                                                                                                                                            010
396 V8, 427 V8, 335 hp.....
                                        DR
                                                                                                                                                    VD
                                                                                                                                                            18436572
                                                                                    C
                                                                                                             8@15-1611
                                                                                                                               035
427 V8, 390 hp., Corvette 390, 400 hp.
                                        DR
                                                  28-32
                                                             19-23
                                                                         .016
                                                                                              12-14@1900
                                                                                                                                                    VD
                                                                                                                                                            18436572
                                                            12
                                                                         12
                                                                                              14-16@190013
                                                                                                             8@15-1614
                                                                                                                               035
427 V8 Corvette, 430, 435 hp.....
                                        DR
                                                                                                                                                    VD
                                                                                                                                                            18436572
                               1 230 w/MT; w/AT 15-17@2300; 250 w/MT 15-17@2100, w/AT 13-15@2100. 2 w/MT; w/AT, Corvette 300 4; Corvette 350 8.
                                                                                                                                               3 307, 327 w/AT.
                                13-15@2150; 327 w/MT 15-17@2150. 4 307, 5-7@11.25-12.75; 327, 10.3@16.5-17.8. 5 302, 4. 6 w/AT, 250, 255, 15-17@2200; 300, 12-14@2700;
                                w/MT, 250, 17-19@2050, 255, 13-15@2150; 300, 14-16@2350; Corvettes, 300, 14-16@2550, 350, 12-14@2500, 7 250, 255; 300, 10 3@16 5-17 8; 350
                                                 11 390: Corvette 390, 400, 6, 4@11, 3-12, 5, 12 Transistorized magnetic pulse.
                                                                                                                          13 435, 430, 14-15@2500.
                                                                                                                                                  14 430. N/A.
                                325, 335, 375, 427, 4,
                               15 435; 430, 12,
230, 250 L6.....
                                 70
                                        DR
                                                   31-34
                                                             19-23
                                                                                               17-19@23001
                                                                                                             11.5@15-17.25
                                                                                                                                           TDC2
                                                                                                                                                            153624
                                                                                    CC
                                                                                               13-15@21003
                                                                                                             8@11.2-12.78
                                                                                                                               035
                                         DR
                                                   29-31
                                                                                                                                          23
                                                                                                                                                    VD
                                                                                                                                                            18436572
TDC^2
350 V8.
350 V8, 300, 350, 370 hp.. Corvette...
                                         DR
                                                   29-31
                                                                         016
                                                                                    CC
                                                                                               17-19@2050
                                                                                                             13@16-17.5
                                                                                                                               035
                                                                                                                                                    VD
                                                                                                                                                            18436572
                                                   29-31
                                                                         016
                                                                                    CC
                                                                                               14-16@25505
                                                                                                             10 3@16 5-17 85
                                                                                                                               035
                                         DR
                                                                                                                                                    VD
                                                                                                                                                            18436572
                                                                                    CC
                                                                                                             8@11.25-12.75
                                 70
                                         DR
                                                   29-31
                                                                          016
                                                                                               15-17@22006
                                                                                                                               035
                                                                                                                                                    VD
400 V8.....
                                                                                                                                                            18436572
402 V8, 350, 375 hp.....
                                 70
                                        DR
                                                   29-31
                                                                          016
                                                                                    CC
                                                                                               17-19@25007
                                                                                                             8@15-167
                                                                                                                               035
                                                                                                                                          TDC^2
                                                                                                                                                    VD
                                                                                                                                                            18436572
                                                                                    CC
                                                                                                                               035
DR
                                                   29-31
                                                                          016
                                                                                               15-17@2500
                                                                                                             8@15-16
                                                                                                                                                    VD
                                                                                                                                                            18436572
                                        DR
                                                   29-31
                                                                          016
                                                                                    CC
                                                                                               12-14@20008
                                                                                                             8@15-16
                                                                                                                               035
                                                                                                                                                    VD
                                                                                                                                                            18436572
                                                                                    CC
                                                                                               12-14@20009
                                                                                                             8@15-1610
                                                                                                                               035
454 V8 345, 390, 450 hp.....
                                 70
                                        DR
                                                   29-31
                                                                          016
                                                                                                                                                    VD
                                                                                                                                                            18436572
                                '70, w/MT, 230; 250, 15-17@2100; w/AT, 230 15-17@2300, 250 13-15@2100.
                                                                                                   2 '70, 350 hp, w/MT: 350 w/AT and all 375 hp., 4.
                                                                                                                                                 3 '70, w/MT:
                                w/AT cent. 11-13@2150, vac. 10,3@16,5-17.8; spark 8 ATDC. 5'70, 300 hp.; cent. 350 hp., 12-14@2500, 370 hp. 9-11@2300; vac., both 6, 4@11.3-12.5;
                                spark 350 hp. 8, 370 hp. 14. 6 '70, w/MT; w/AT 13-15@2200; spark 8. 7 '70 w/MT; w/AT cent. 15-17@2500. vac.
                                                                                                                                      8 '70, 390 hp.; 465 hp. cent.
                                12-14@1900; spark 12. 9'70, 345, 390 hp.; 450 hp. 12-14@1900; spark 4.
                                                                                                  10 '70, 345, 390 hp.; 450 hp. N/A.
                                         DR
                                                   31-34
                                                             19-23
                                                                                               14-16@1600
                                                                                                             10@14.2-14.5
Camaro 230 IL6.....
                                                                                                                                                    VD
                                                                                                                                                            153624
Camaro 250 IL6.....
                                         DR
                                                   31-34
                                                             19-23
                                                                          .016
                                                                                    C
                                                                                               13-15@1400
                                                                                                             10@14.2-14.5
                                                                                                                               035
                                                                                                                                                    VD
                                                                                                                                                            153624
                                         DR
                                                   28-32
                                                             19-23
                                                                          .016
                                                                                    C
                                                                                               16@1975
                                                                                                             7.5@15
                                                                                                                               .035
Camaro 327 V8 (210 hp.)....
                                                                                                                                                    VD
                                                                                                                                                            18436572
                                                   28-32
                                                             19-23
                                                                          .016
                                                                                    Č
                                                                                               12-14@2050
                                                                                                             8@15-16
                                                                                                                               035
Camaro 327 V8 (275 hp.)....
                                         DR
                                                                                                                                                    VD
                                                                                                                                                            18436572
                                                   28-32
                                                             19-23
                                                                                               12-14@2350
                                                                                                             8@16.5-17.5
                                                                                                                               035
Camaro 350 V8.....
                                         DR
                                                                          016
                                                                                                                                                    VD
                                                                                                                                                            18436572
                                                             19-23
                                                                          016
                                                                                               14-18@2500
                                                                                                             6.4@11.3-12.5
                                                                                                                               035
Camaro 396 V8.....
                                         DR
                                                   28-32
                                                                                                                                                    VD
                                                                                                                                                            18436572
230, 250 L6, 327, 350, 396 V8.....
                                         SEE CHEVY II & CHEVELLE 1968 SPECIFICATIONS.
                                        REFER TO FULL SIZE CHEVROLET SPECIFICATIONS
                                                                                    C
                                         DR
                                                   28-32
                                                             19-23
                                                                         .016
                                                                                               12/14@20506,7
                                                                                                             16 5@8 2
                                                                                                                               035
                                                                                                                                            84
Corvette 327 V82.....
                                                                                                                                                    VD
                                                                                                                                                            18436572
                                                             19-23
                                                                                    Č
                                                                                                             8@11.2-12.7
                                                                                                                                            612
Corvette 327 V8 (300 hp.)............ 67-68
                                        DR
                                                   28-32
                                                                         .016
                                                                                               14-16@255012
                                                                                                                               035
                                                                                                                                                    VD
                                                                                                                                                            18436572
Corvette 327 V8 (350 hp.)11...... 67-68
                                        DR
                                                   28-32
                                                             28-32
                                                                          .016
                                                                                    C
                                                                                               14@230013
                                                                                                             8@718
                                                                                                                               035
                                                                                                                                            1013
                                                                                                                                                    VD
                                                                                                                                                            18436572
                                                             19-23
DR
                                                   28-32
                                                                         .016
                                                                                               15@250010
                                                                                                             7 5@ 129
                                                                                                                               035
                                                                                                                                                    VD
                                                                                                                                                            18436572
Corvette 427 V8 (390, 400 hp.)...... 67–68
Corvette 427 V8 (435 hp.)<sup>11</sup>..... 67–68
                                        DR
                                                   28-32
                                                             19-23
                                                                         .016
                                                                                               16@2500
                                                                                                             6@1214
                                                                                                                               .035
                                                                                                                                                    VD
                                                                                                                                                            18436572
                                                                         .016
                                        DR
                                                   28-32
                                                             28-32
                                                                                               15@1900
                                                                                                             7.5@15.5
                                                                                                                               .035
                                                                                                                                                    VD
                                                                                                                                                            18436572
                               <sup>2</sup> (250, 300, 350 hp.), (365 hp. & fuel inj.)
                                                                    4 W/350 hp. eng., 10; 365 hp. eng., 12.
                               <sup>6</sup> W/365 hp, eng., 11/13@1175. <sup>7</sup> '66, 300 hp., engine; 350 hp., 14-16@2550. <sup>8</sup> 425 hp., 10. <sup>9</sup> 425 hp., 6@12.
                                                                                                                                     10 Transistorized ignition, 14@3600.
                                                       <sup>12</sup> '68, Hg, 7, 5, Timing 4. <sup>13</sup> '68, Dist. 14–16@ 2350, Hg, 8@ 15–16, Timing 4. <sup>14</sup> '68, 6, 4@ 11, 3–12, 5,
                               11 Magnetic pulse ignition.
All models..... 69–70
                                        REFER TO FULL SIZE CHEVROLET SPECIFICATIONS.
CHRYSLER
                                                             17-21 5
                                                                          .014 - 19
                                                                                               8 5/10 5@24008
                                                                                                                                                            18436572
P13
                                                   3,17
                                                             17-21.518
                                                                          .014-19
                                                                                    CC
                                                                                               12.5@215014,19 13.5@13.5
                                                                                                                               035
                                                                                                                                            1215
                                                                                                                                                    VD
                                                                                                                                                            18436572
                                        P13
                                                   3,17
                                                             17-21.518
                                                                          .014-19
                                                                                    CC
                                                                                               10.5@230016
                                                                                                             12@16
                                                                                                                                           12 515
.035
                                                                                                                                                    VD
                                                                                                                                                            18436572
```

17-20

16-21

CC

CC

13 '68. Own. 14 '68, 16.5@2250.

14-16@220020

12-14@230021

17'69, 30-35. 18'69, 17-20. 19'69, 15-17@2500. 20'70, 4 bbl. cent. 10-12@2300; vac. 9.7-12@15.5. 21'70, 440 HP. cent. 10-12@2300; spark TDC+213

9.3-11.8@1220

9.7-12@15.5

7'66-'67, on water pump housing. 8'66 BC1-2, 21-25@4300, vac., 16-22@13.6, BC3, 14-18@4800,

035

.035

15 '68, 7.5 deg.@600 rpm. 16 12@2450; '69, 12@2250.

TDC21/2

5+21/21

VD

VD

28 5-32 5

3 Single breaker 27-32, double breaker 37-42

vac., 17-22@15. 12 AC3 BC1-2-3, 12.5.

28 5-32 5 17-20

30-35

Own

Own



You win in the three most important areas when you go with Autolite Parts.

You win in *quality* because Autolite Parts are guaranteed to be as good as or better than original equipment.

You win in availability because Autolite offers a complete line of parts for all makes of cars and trucks.

And you win in service because an Autolite Supplier is as near as your telephone. He can introduce you to a Cabinet program that allows you to maintain a surprisingly

low inventory—
yet allows you to
service most
vehicles from
stock. And you can get the
cabinets at no extra cost!

Top quality; complete availability; quick, efficient service. Ask your Autolite Supplier how you can become part of this winning combination. It pays off in profits.



Best for all makes of cars and trucks

VB2987A

		DISTRIBUTOR								IGNI	TION TI	MING
MAKE & MODEL	YEAR	Make	Cam Angle (Deg.)	Breaker Arm Spring Tension (Oz.)	Breaker Point Gap (In.)	Rota- tion	Max. Advance Centrifugal: Degrees @ Distributor RPM	Max. Advance Vacuum: Degrees @ Inches of Mercury	Spark Plug Gap	Spark Occurs Before TDC @ Idle	Mark Loca- tion	Firing Order
CITROEN DS 21 & SW, DS 19A & SW, ID 19	1 Or S	F. V 8 66-	55-60 '69, Insert ½); DS 20, ID	15 4-in. pin into h 19b, 16.5@26	.017 ¹⁰ sole in bell hou 550. 10 '69,	Cusing, unde	10.3@25009 er generator or altern 11'69, .024025.	None ator. ⁹ ID 19, 1 ¹² '69. ID 19b.	.030 ¹¹ 2@2200; '68, DS	12 5 21, 10.25@	28 () 2500;	1342
DATSUN Datsun 411-1300. 1000. 2000 Sports. 1200 & Coupe. 1300°, 1600 & S/Wagon. 1600 Sports. 240 Z Sports.	68–70 66–70 68–70 66–70) Hit. ¹) Hit. ¹ Hit.) Hit.) Hit. Hit.	50-55 49-55 49-55 49-55 49-55 49-55 35-41 ol, .027-30.	18-23 17.6-21.2 17.6-21.2 17.6-23 17.6-23 17.6-21.2 6 '68 only.	18-22 .0018-22 .0018-22 .018-22 .018-22 .018-22 .018-22	CC CC CC CC CC	11-15@2400 13-1250 8.5-1900 12.5@2100 10@1500 10@1500 6@1000	15-18@13.5 10.5-11.4 10-13.0 6.5@13.8 9@12.2 10.5@12 5.5@9.6	.028-32 .028-32 .032-35 .031-35 .031-35 .031-35	8 8 16 5 10 16 17	Pul. Pul. Pul. Pul. Pul. Pul. Pul. Pul.	1342 1342 1342 1342 1342 1342 1342 153624
DODGE 225 6 Cyl. 318, 383 V8. 426 V8. 170 IL6. 225 IL6. 273 V8 (2 bbl. carb.) 273 V8 (4 bbl. carb.) 440 V8. 318 V8. 383 V8.	66 66-6' 67-6' 66-6' 66-6' 66-6' 67-6' 68-6 3' Wat 15 Stall 22' '68, 32' '68, WA 12@ 41' '68' 47' '68' TDC Hg.	9 Own 9 Own 9 Own 9 Own 9 Own 9 Own 9 Own 9 Own er pump housi tionary indicat 16@10.5; Tir t/AT 12.5@ Ti, 12.5, 500 14.75. 100 14.75. 100 15.75. 100 16.75. 10	or on chain or ning w/MT, 2350; DL2, W/MT; w/68, 2 bbl. & oints, 17-21 -600; HP w, st. 13@2000 ark TDC. 5@15.	17-20 17-20 ⁵⁵ 17-21.5 uble breaker, 3 case cover. 5ATC@700, v DW2, 20@235 'AT, 5BTC-6' 'AT, 5BTC-6' 5AT, 6BTC-6' 5AT, 6BTC-6' 'AT, 5BTC-6' 'AT, 5BTC-6' 'AT, 5BTC-6' 'AT, 5BTC-6' 'AT, 5BTC-6' 'AT, 5BTC-6' 'AT, 5BTC-6'	22 383 engine v/AT, 2.5AT0 0. 33 '68, E 0. 38 '68, w TDC@650; 2 tandard w/M' 0, w/AT, 5-65 7@15, w/AT, 3@1800. Hg	7/2 bbl. M bbl. w/A7 Γ, 16.5@2 60. ⁴⁸ '6 7@9.5.	10@1800 10.5@230045.57 14.5@225032.55 12.5@215038.55 15@200038.54 13 '66, P. 14 Auto. 24 383 automatic.	11.5@ 12 ^{20.49} 7.5@ 15 ⁵⁰ 7.5@ 15 ⁵⁰ 7.5@ 15 ⁵⁰ 11.5@ 12 ⁶⁰ 12@ 16 ⁵⁷ 13.5@ 13.5 13.5 13.5 13.5 13.5 13.5 13.5 13.5	MT 19@2500, A', 16@1550. 4 @2300, w/AT, 1 @9 '69, 7@14; Hg. 12@13.5.	T 16.5@250 3 '68-'69, T 3@2100. timing w/N 53 '69, di	@700, w/A 42. 36 y 10. 39 '6 DC@750. 46 '68, HI 41 , 5 ATC st. 18@240	98, w/4 bbl. P,I 1@15. C, w/AT, 00; dist
198, 225 cu. in 318 cu. in. 340 cu. in. 383 cu. in. 426 cu. in. 440 cu. in.	70 70 70 70 70 70 70	Own Own Own Own Own	41-46 30-34 27-32 ³ 28.5-32 27-32 ³ 30-35	17-20 17-20 17-21.5 5.5 17-21.5 17-21.5 17-20 ⁵ c. @15; sp. TD	$\begin{array}{c} .017-23 \\ .014-9 \\ .014-9 \\ .014-9 \\ .014-9 \\ .014-9 \\ .014-9 \end{array}$	C C C CC CC CC	12-14@16001 14-16@2100 8-10@900 14-16@22004 14-16@1600 12-14@2300 case cover. 3 '70,	5.25-7.25@10 8.5-10.75@15 7-10@105 9.3-11.8@12 ⁴ 6.7-9.2@13.5 9.7-12@15.5 Total—dual points	. 035 . 035 . 035 . 035 . 035	2.5±2. TDC±2 5±2.5 TDC±2 TDC±2 5±2.5 , 2 bbl. 10-	2.5 VD VD 2.5 VD 2.5 VD VD	153624 18436572 18436572 18436572 18436572 18436572 9.7-12@15.5

Filko Specialized High Performance Tune-Up is Completely Profitable



Filko Crown Jewel Quality in IGNITION • CARBURETION • VENTILATION insures Completely Satisfied Customers and Completely Profitable Tune-Ups!

With Filko, you're completely profitable 3 ways. You've got
Complete Coverage of all tune-up components for
ignition • carburetion • ventilation (PCV). You're
complete for all cars, trucks, imports, marine, small
engine, snowmobiles, and industrial engines.

Filko completeness is a product of Filko's specialization in ignition • carburetion • ventilation tune-up. It's important to the man who believes that Complete Customer Satisfaction is the way to make the most money out of tune-up. Why not see your Filko jobber . . . and start making your Tune-Ups . . . completely Filko . . . completely high performance . . . complètely profitable. Canadian Warehouses

R. E. Spear of Canada, Ltd. Edmonton, Alberta

G-677C

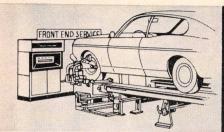
R. E. Spear, Ltd. Winnipeg, Manitoba Jos. St. Mars Eastern, Ltd. Montréal, Québec

Jos. St. Mars Eastern, Ltd. Toronto, Ontario R. E. Spear of Canada, Ltd. Regina, Saskatchewan

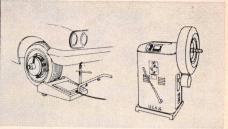


FOR HIGH PERFORMANCE

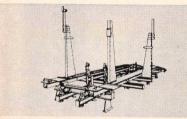
7					DISTRIB	UTOR				IGN	ITION TI	MING
MAKE & MODEL	YEAR	Make	Cam Angle (Deg.)	Breaker Arm Spring Tension (Oz.)	Breaker Point Gap (In.)	Rota- tion	Max. Advance Centrifugal: Degrees @ Distributor RPM	Max. Advance Vacuum: Degrees @ Inches of Mercury	Spark Plug Gap	Spark Occurs Before TDC @ Idle	Mark Loca- tion	Firing Order
FIAT 850 Sedan, Convertible, Coupe 1500 Sedan, Convertible. 124. 124 Coupe, Convertible. 850 ² , 124, 124S.	66–68 67–69 68–69 70	Mar Mar Mar Mar Duc ³ edan only.		19.4 19.4 19.4±1.8 19 19.4 convertible, Coup	.018 .018 .017-9 .016 .018 ⁴ oe, Racer.	C C C C C C 3 '70, 850;	28@11008 20@3500 20@3500 24 30@3600 124, 124S, Mar.	6 12 — — 4 '70, 850, 124S; 12	.0246 .028 .027 .020-2 .020-24 24, gap .019, sp.	10 12 10 10 TDC ⁴ 5. ⁶ Sec	Pul. Pul. Pul. Pul. Pul dan, 25@1	1342 1342 1342 1342 1342 200, vac.
FORD Falcon, 170, 200 Engine. Falcon, 289 V8. Falcon 170, 200 IL.6. Falcon 289 V8 (Std.). Falcon 289 V8 (Auto.). Falcon 289 V8 4V (Std.). Falcon 289 V8 4V (Auto.). Falcon 289 V8 4V (Auto.). Falcon 302 V8	66 67-68 67-68 67-68 67 68 69-70 1 Auton as '65	natic, 12. but auto. trans., 10.	35–388 26–31 37–42 26–31 26–31 26–31 26–31 26–31 26–31 26–31 20MMON EN 4 Auto. traitrans., 8, 25@ 5–12@2000.	3.8. ⁵ Auto. ⁸ 66, 37–42.	.024-26 .017 .02510 .02010 .02010 .020 .020 .020 .017 FICATIONS ; 200 eng., 12 trans., 12 de 10 '68, 01! T; W/AT, 9	2.5@3.8; '6 eg. 6 Vac 7. 11 '68,	914/11-20007 12-13.5@2000 10.5-12@2000 12-13.75@2000 8.5-10@2000 12-13.75@2000 5, 170 eng., man. tra: 10.0000 tou.i n. w/MT, 0.0000	8-11@20 012 8-11@2013 ans. 11.5@3.9, auto 7'66, 289-2V, m	.032-6 .032-6 .032-6 .032-6 .032-6 .032-6	5.15@Z000	VD VD VD VD VD VD VD VD	153624 15426378 153624 15426378 15426378 15426378 15426378 15426378 15426378
Fairlane 170, 200 6 Cyl. Fairlane 289 V8. Fairlane 390 V8, (ZV, 4V, 4V-HP). Fairlane 200 IL.6 Fairlane 289 V8 (Std.). Fairlane 289 V8 (Auto.). Fairlane, Torino 390 V8 (2V). Fairlane, Torino 390 V8 (4V). Fairlane, Torino 390 V8 (4V). Fairlane 390 V8 (4V HP). Fairlane 427 V8. Fairlane 427 V8. Fairlane Torino 200 6 Cyl, 302 V8. Fairlane. Torino 427 V8 (Auto.).	66 66 66 67 67 67 67 67 67 68 68 69–70 2 Auto	Ford Ford Ford Ford Ford Ford Ford Ford	37-42 26-31 37-42 26-31 26-31 26-31 26-31 26-31 22-24 FALCON 196 26-31 COMMON EI	17-21 17-21 17-21 17-21 17-21 17-21 17-21 17-21 12-24 8 SPECIFICAT 17-21 NGINE SPECII icator scale on fr	.024-26 .017 .017 .025 .020 .020 .017 .017 .017 .020 IONS. .017 FICATIONS ont cover.	C CC C	12-13.75@2000 11: 12-13.75@2000 10.5-12@2000 8.3-9.75@2000 9.8-11.25@200 11.5-13@2000 13-14.5@2000	7-10@15 ¹¹ 10.25-11.5@3.5 8-11@20 9.5-12.5@20 9.5-12.5@20 3 9.5-12@20 3 9.5-12@20 00.8-11@20	032-36 032-36 032-6 032-6 032-6 032-6 032-6 032-6 032-6 028-32 032-6 032-6 048-32 032-6 049-32 049-32 059-32 059-32 069-32 079-32	HP, man. 18 '68	trans.,	25@2000.
Mustang 200 6 Cyl Mustang 289 V8 (2V, 4V, 4V-HP) Mustang 289 V8 (Std.) Mustang 289 V8 (Auto.) Mustang 289 V8 4V (Std.) Mustang 289 V8 4V (Auto.) Mustang 289 V8 4V (Auto.) Mustang 289 V8 4V HP	66–68 67–68 67–68 67	Ford Ford Ford	35-388 26-28.5 26-31 26-31 26-31 26-31 30-33	17-21	.024-26 .014-169 .017 .017 .017 .017 .017	C CC CC CC CC	12-13.75@2000 12-13.75@2000 10.5-12@2000	10.25-11.5@3.8 6.75-9.75@14 ⁵ 0.8-11@20 9.5-12.5@20 9.5-12.5@20 8-11@20	34 .032-36 .032-367 .032-6 .032-6 .032-6 .032-6 .028-32	66 67 6 6 6 6	VD VD VD VD VD VD VD	153624 15426378 15426378 15426378 15426378 15426378 15426378



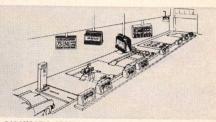
BEAR WHEEL ALINEMENT EQUIPMENT—electronic and mechanical. Full Rack Alinement or Portable.



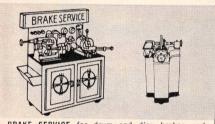
WHEEL BALANCING is faster, easier, more profitable with Bear Balancing Equipment — on-the-car, off-the-car models.



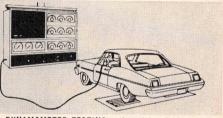
BEAR BODY/FRAME EQUIPMENT—Portable or Rack Units — for strength, versatility and fast, profitable operation.



DIAGNOSTIC SERVICE turns testing into multiplied business and profits. Bear offers services to meet your space and budget needs.



BRAKE SERVICE for drum and disc brakes and heavy duty. The Bear Safe-Way System puts you years ahead of competition.



DYNAMOMETER TESTING makes drive train and brake testing simple, precise, low cost and profitable. Both passenger car and heavy duty models.

Increase your service business by 30% to 80% or more. That's Profitable. Get Bear help in 21 ways—with the right Bear Equipment, methods, training and operating assistance. That's Practical.

Bear helps you realize your most practical opportunities for increased service business and profits. With each of Bear's seven equipment lines, you get help in at least three areas — methods, training, operating assistance. That's 21 better Bear ways to success. Talk to your Bear Distributor or write for complete information on any of the Bear Services.



BEAR EQUIPMENT & SERVICES, LTD.

Dept. CS-10, 305 Progress Ave., Scarborough, Ontario



IGNITION CENTER

for large and small repair shops serving . . .

- ALL CARS
- **TRUCKS**
- **■** TRACTORS
- INDUSTRIAL ENGINES
- MARINE
- FOREIGN CARS
- M SMALL ENGINES

Over half a century of specialized knowledge in producing fine quality ignition parts

390 Weston Road

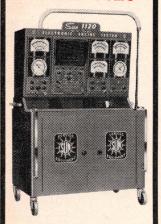
GUARANTEED PARTS LIMITED

Toronto, Ont.

					DISTRIBU	JTOR				IGN	ITION TI	MING
MAKE & MODEL	YEAR	Make	Cam Angle (Deg.)	Breaker Arm Spring Tension (Oz.)	Breaker Point Gap (In.)	Rota- tion	Max. Advance Centrifugal: Degrees @ Distributor RPM	Max. Advance Vacuum: Degrees @ Inches of Mercury	Spark Plug Gap	Spark Occurs Before TDC @ Idle	Mark Loca- tion	Firing Order
Ford continued Mustang 390 V8 4V HP	68 69-70 2 Vac. a	SEE C	OMMON EN	17-21 AIRLANE, TO IGINE SPECI trans., 10.5-12(FICATIONS @2000; 289-4\	BELOW. 7, 8.5-10@	2000; 289 hp., 8.25-	9.75@2000. 4 E	.032-6	10 omatic 8, 25-	VD 9.5@3.8.	15426378
352, 390 V8 240 6 Cyl. (1V) 289 V8 (2V) 428 V8 (4V) 427 V8 (8V) 240 IL.6 (Std.) 240 IL.6 (Auto.) 289 V8 (Std.) 289 V8 (Auto.) 390 V8 (2V) 390 V8 (2V)	. 66 . 66 . 66 . 66 . 67 . 67 . 67	Ford Ford Ford Ford Ford Ford Ford Ford	-11@14; 289- 26-31 37-42 26-31 26-31 22-24 37-42 37-42 26-31 26-31 26-31	4V, 8-11@20. 17-21 17-21 17-21 17-21 22-24 17-21 17-21 17-21 17-21 17-21 17-21	017 .017 .025 .017 .017 .019–21 .025 .025 .017 .017 .017	CC	289 HP, plug gap. 0.7 11.00@.200011 21 12-13.75@.2000 8.75-10.25@.20 11.5-13@.2000 9-10.5@.1550** 8.75-10@.2009** 12-13.75@.2000 10.5-12@.2000 8.3-9-75@.2000 8.75-10@.2000	7.5-10.5@18 ¹⁹ 10.25-11.75@4 10.25-11.75@4 ²⁰ 6.75-9.75@14 ²⁰ 00 7-10@15 N.A. 10.25-11.75@4. 10.25-11.75@4. 10.20 9.5-12@20 ²⁰ 9.5-12@20	.032–36 .032–36 .028–32	812 612 6 10 8 6 10 6 6 10	VD VD VD VD VD VD VD VD VD VD VD VD VD V	int gap .017. 15426378 153624 15426378 15426378 15426378 153624 153624 15426378 15426378 15426378

COMMAND OF YOUR SERVICE PROBLEMS





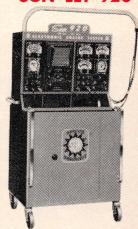
The 1120 fits into all types of automotive service facilities, its extra-large meters and scope give the 1120 a solid look of authority that delivers that extra measure of customer appeal.

SUN'S ENGINE PERFORMANCE COMMAND CENTER:

Sets you up to systematically test, evaluate and correct problems in:

- Compression systems
- Ignition systems
- Fuel systems (including Emission Control systems)
- Starting systems
- Charging systems

SUN EET 920



The 920 also fits into all automotive service facilities, Its compactness and maneuverability make it a natural for fleet service centers and small, crowded shops.

SOLD AND SERVICED BY:

QUEBEC: Cadel Ltd..

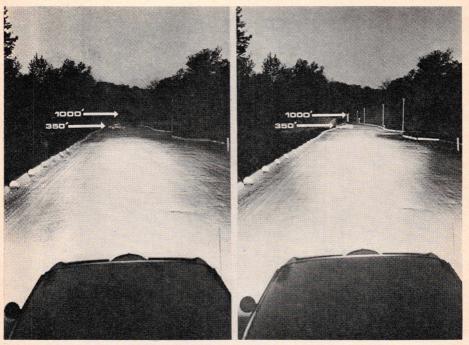
Tools and Equipment Div., 4915 Cote Vertu, St. Laurent, Mtl. 384, Que. Tel: (514) 336-2193

ONTARIO:

Addison Equipment Ltd.

915 Oxford St., Toronto, Ont.

					DISTRIBU	JTOR				IGN	ITION TI	MING
MAKE & MODEL	YEAR	Make	Cam Angle (Deg.)	Breaker Arm Spring Tension (Oz.)	Breaker Point Gap (In.)	Rota- tion	Max. Advance Centrifugal: Degrees @ Distributor RPM	Max. Advance Vacuum: Degrees @ Inches of Mercury	Spark Plug Gap	Spark Occurs Before TDC @ Idle	Mark Loca- tion	Firing Order
Ford continued 427 V8	67–68 68 69 12 Auto '66, 3	SEE Co. trans., 12 co. 90 V8, man.	trans., 7.25-8	man. trans. or .75@1800; au	FICATIONS aly; auto. transto. 9-10.5@20	BELOW s., 10.5–12 000. 19	2@2000; 390 2V, 13-1 352 man. trans. only;	4.5@ 2000; 352; auto. trans., 6.5-	.028-32 .032-36 ²⁴ 390-4V eng., 10.2 9.5@14;	8 10 75-12.25@	VD VD 2000;	15426378 15426378
	20 Auto	V, 7-10@18 b. trans., 10.1 matic, 9-10.	5-12@2000, va	eng., 5.5–8.5@ ac. 8.25–11@1 4 Police Pkg.,	4. 21 10.25	-11.75@2	ns., 7–10@15, auto., 000; auto. trans., 8.7 um only. 26 '68, 8	5-10@2000, vac.	3.75-10@4.8. 7 '68, 8.75-10.25	@2000.	²⁸ '68, 9.5	-12.5@20.
170 6 Cyl. 200 6 Cyl. 240 6 Cyl. 250 6 Cyl. 350 V8 2V. 351 V8 2V, 4V 390 V8 2V, 4V ¹⁴ 428 V8, 4V Cobra Jet. 429 48 2V, 4V 460 V8, 4V 302 V8 4V, Boss 428 V8 All 429 V8 4V Super & Cobra Jet, Boss.	. 69-70 . 69-70 . 69-70 . 69-70 . 69-70 . 69-70 . 69-70 . 70 . 70 . 70 . 1 '69, 1 4 834-7 '70, 1449,	Ford Ford Ford Ford Ford Ford Ford Ford	35-40 35-40 35-40 37-42 26-31 26-31 26-31 26-31 26-31 26-31 26-31 24-29 ¹⁷ 2000 w/man. tr (/auto. trans.	17-21 17-21 17-21 17-21 17-21 17-21 17-21 17-21 17-21 17-21 17-21 17-21 17-21 17-21 17-21 17-21 17-21 17-21 18-21 19	.027 .027 .027 .025 .017 .017 .017 .017 .017 .020 .021 .021 .021 .021 .020 w/au	C C C C CC CC CC CC CC CC CC cc, tto. trans.; ''70, 16@2	1.7 91½-12@2000² 9½-12@2000³ 9-11½@2000⁴ 81¼-10¾@2000 81½-11@2000¹ 81½-11@2000¹ 9-11½@2000¹ 11-33½@2000⁰ 9-11½@2000¹ 11@200 14@2175¹ N/A ² '69, 12-14@200 175, 10 '70, 11°, 11°, 11°, 11°, 11°, 11°, 11°, 11	5-6@ 20 5-6@ 20 5-6@ 20 5-6@ 20 15-6@ 20 5-6@ 20 5-6@ 20 2½-3½@ 20 5-6@ 20 6@ 20 3@ 20 3@ 20 3@ 20 0 w Auto. trans.; ' w/AT 14@ 2375.	.032036 ⁸ .032036 ⁸ .032036 ⁸ .032036 ⁸ .032036 ⁸ .032036 ⁸ .032036 ⁸ .032036 ⁸ .032036 ⁸ .035036 ⁸	6 6 6 6 6 6 6 6 10 ¹⁸ 16 6 10 * \$6 ¹ / ₂ -8 ³ / ₄ (403150.	VD VD VD VD VD VD VD VD VD VD VD VD VD V	153624 153624 153624 153624 15426378 15426378 15426378 15426378 15426378 15426378 15426378 15426378 uto, trans
Anglia, Consul (60 & 82 cu. in. eng. Anglia, Cortina (73 cu. in. eng.)	66-67 67 68-70	Luc. ⁸ Ford Ford ul 315, .023-	57-63 60 38-40 39-42 ⁷ -28. ³ Cons	18-24 18-24 17-21 17-21 ul 315, 6 deg.	.014-16 .014-16 .025 .025 4 GT, .022	CC CC CC CC 3–27. 5	14/15-1600 13.5/15.5-2800 12.5-14.5@2000 13-15@27006 '69 GT, 10; '70, 8.	9-11@15-20 5.5-8.5@17 ⁶	.028-33 ² .023-28 .020-24 ⁴ .023 ⁶ 2600; '70, GT 8-	10 ³ 6 6 ⁵ 6 ⁵ -10.25; vac	Pul. Pul. Pul. Pul. 10; spark	1243 1243 1243 1243 gap .025.
HILLMAN Super Minx IV	66-67	Luc.	57-63 er Mk I & II.	18-24	.015 8 Cranksha	CC oft speed.	32-36@3500	12-16@15	.025	6-10	Pul.	1342
HONDA Honda S 600	66–67	Hit.1	48 Denso, 17.5–2	19.3-26.31	.012-16	C	21-24@3000	_	.028	12	Pul.	1243
HUMBER Super Snipe V, Imperial		Luc.	33–37	18-24	.014–16	СС	9/11-1200	2/4-15	.025	5-72	VD	153624
1MPERIAL 440 V8. 440 V8.		Own Own	28-32 28-32	17-21.5 17-21.5	.014-19	CC	14-18@4800 ⁶ 10.5@2300 ⁷	9-15@12 12@16	.035 .035	12.5 12.5 ⁷	VD VD	18436572 18436572



LUCAS 5712 MARK II REPLACEMENT LAMPS — Be alive to the brilliant difference. These 50 watt High Sealed Beam replacement units can be used on any British, North American or foreign cars fitted with 4001 units. Actual tests show that these high beam lamps give clear vision for over three times the distance of standard highlights.

Here are just a few of the many other LUCAS original equipment parts available to you from 131 LUCAS service distributors coast-to-coast: Alternators and parts
Ammeters
Brakes and Shock
Absorbers
Bulbs
Carburetors
Control Boxes and parts
Directional Signals
Distributors and parts
Flasher Units and Relays
Fuse Boxes and parts
Generators and parts

Horns and parts
Ignition coils and parts
Junction Boxes

Lamps — Flasher, Fog, Long Range, Sealed Beam, Headlamps

Mirrors and parts

Starters and Starter Switches and parts

Switches and Knobs

Windshield Washers and parts

Windshield Wipers and parts



CALL YOUR LOCAL LUCAS SERVICE DISTRIBUTOR TODAY

JOSEPH LUCAS (CANADA) LIMITED HEAD OFFICE: 280 YORKLAND BOULEVARD • WILLOWDALE • ONTARIO • 491-3520
BRANCH OFFICE: 3401 ST. ANTOINE STREET, MONTREAL, QUEBEC 937-4205

131 SERVICE DISTRIBUTORS COAST-TO-COAST
Electrical Equipment: Lucas, C.A.V., Butlers • Brakes & Shock Absorbers: Girling • Diesel Equipment: C.A.V., Bryce Berger, Roto Diesel, Con Diesel, Roots Master
In U.S.A.—Englewood, N.J. • Los Angeles • Chicago • Houston • San Francisco • Jackson ville • Seattle • Denver • Battimore • New York

LUCAS'QUIKAFIT'

The New ONE-PIECE contact set

Original equipment parts for British cars that do the job do it right and do it fast - for

> extra servicing **PROFITS**

> > 'QUIKAFIT'—the new Lucas one-piece contact set that can be fitted in less than 5 minutes, instead of 15. You get extra profit every time you fit 'QUIKAFIT'. Assure your customer peak engine efficiency, improved engine performance and less pitting and piling — every time. ting and piling — every time.
> > Comes in attractive point-of-purchase hang-up card containing
> > 20 one-piece contact sets and instruction sheets.





LUCAS IGNITION — TUNE-UP KIT

for British cars guarantees high performance for easier starting and better mileage. Kit contains a one-piece contact set, rotor and condenser, Available in an attractive bubble pack, rack type display, with instruc-tions printed on the back.



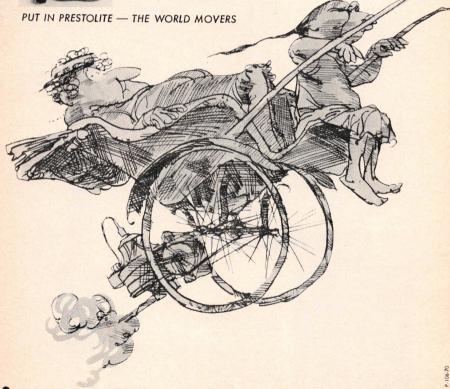
LODGE SPARK PLUGS - World-famous precision-made spark plugs that assure immediate response and action. Used by many of the internationally known racing drivers. Two types — Golden Lodge and Standard Lodge.

Prestolite service parts help keep the world moving.

You know about Prestolite service parts. They're utterly reliable, competitively priced and fit most every car or truck you are likely to service. They are also the choice of automotive men in more than 100 countries of



the world. Whether it's service parts, spark plugs or wire and cable, Prestolite helps keep you, and the world, moving. That's the kind of company Prestolite is. And isn't that the kind of company you like to keep?



The Prestolite Company, division of ELTRA of Canada Ltd • Electrical Products Division, Sarnia, Ontario • Battery Division, Toronto, Calgary, Drummondville

	1 1				DISTRIBU	JTOR				IGNI	TION TI	MING
MAKE & MODEL	YEAR	Make	Cam Angle (Deg.)	Breaker Arm Spring Tension (Oz.)	Breaker Point Gap (In.)	Rota- tion	Max. Advance Centrifugal: Degrees @ Distributor RPM	Max. Advance Vacuum: Degrees @ Inches of Mercury	Spark Plug Gap	Spark Occurs Before TDC @ Idle	Mark Loca- tion	Firing Order
Imperial continued 440 V8	70	Own Own nary indicate	30–35 28.5–32.5 or on chain ca		.014–19 16–21 Crankshaft sp	CC CC eed. 7	13@2250 12-14@2300 '68, 12.5@2450; Timi	12@16 9.7-12@15.5 ing 7.5-600.	.035	7.5-600 5±2½	VD VD	18436572 18436572
Bellett	66-67 68-69	Hit. Hit.	48–53 49–55	18-23 18-20	.018–22 .018–20	CC	13@1900 12@2100	9@9.84 9@14	.028-31	12-14 14	Pul. Pul.	1342 1342
JAGUAR Mk 2 (3.8 eng., 9:1 c. r.). Mk. X (3.8), Mk. X & E (4.2) 3.8 S Type. 3.2 XKE, 420 G, 420. 440.	66	Luc. Luc. Luc. Luc. Lucas	33-37 33-37 31-37 34±3 35±2 7-19@3200; I	18-24 18-24 18-24 18-24 18-24 Hg. 8-10@20.	.014-16 .014-16 .014-16 .014-16 .014-6	CC CC CC CC CC	13–2000 9/10–2300 13@2000 8.5–10.5@2300 9@3400 ⁹ ngine. 11 '69, E ty	7/9-15 7/9-20 7-9@15 11 7-9@20 6-8@259 pe, 2+2, 16-18@26	.025 .025 .025 .025 .025 .025 .00; 420XJ, 8.5	5 10 5 10 ⁸ 7 5–10.5@180	VD VD VD VD VD	15362410 15362410 15362410 15362410 15362410
KAISER - JEEP 4-63, 4-75 Engines 8-327 6-232 Hi-Torque 6 Dauntless V6 Dauntless V8	66-67 66-68 66-70	AL P Delco Delco Delco S/Wagon, S	37-43 28-32 31-34 29-31 30 Sed, Del, & FO	17-20 17-21 17-21 19-23 19-23 C 150 models (.020 .016 .016-21 .013-19 .016 4-75 eng). Ot	CC CC C C C	22-1700³ 17-19@1900 28@4400 12-14@2100 26-30@4600 1700 (no vac. adv.).	6-14 ² 11@15.5 22@16.5 8-14.5@15.75 14-18@16	.030 .035 .033–37 .035 .030	5 5 5 5 0	Pul. VD VD VD VD	1342 18436572 153624 165432 18436572
LAND ROVER Series 11 2½ litre	69-70	Lucas Lucas Lucas ium fuel; reg	57-63 35 57-63 gular, 3.	18-24 18-24 08-24	.014-16 .014-15 .016	CC CC	19/21-2250 7-9@2000 19-21@2250	11/13-25 11@13 11-13@25	.029-32 .029-32 .029	63 3 3 ATC	Fly. Fly. Pul	1342 153624 1342
LINCOLN-CONTINENTAL All Std. Ignition All Transistor Ignition 462 V8. 460 V8, Mk III	67–68	Ford	26-31 22-24 26-31 26-31 DRD SPECIF	17-20 17-20 17-21 17-21 FICATIONS.	.014-16 .019-21 .017 .016-8	CC CC CC	9.5@2000 9.5@2000 6.25-7.75@2000 18-23@4000	7.5@14 7.5@14 ⁹ 0 9.5-12.5@20 19-24@24	.032–36 .032–36 .032–6 .032–6	10 10 10 10	VD VD VD CD	15426378 15426378 15426378 15426378
MAZDA 1500. 1800. 1200. R100 Coupe.	69–70 69–70 . 69–70	Mit ¹ Mit ¹ Mit ¹ Mit ¹ Mit ¹ bishi. 2 5	52±3 52±3 52±3 52±3 70, @600±50 0, trailing distr	16.25 16.25 16.25 16.25 0 rpm; w/emissibutor 5@700	.016–20 .016–20 .016–20 .016–20 sion control, 70	CC C C CC 00± 50.	11-13@2250 8-10@1750 13-15@2250 4-6@100 3 '69-'70, vac., leadi	11.5–14.5@330 6–9@300 7–10@260 9.5–12.5@400³ ng distributor; trail	.031 .031 .031 .031 ing distributor,	12 ² 8 ² 13 ² TDC ³ 13.5–16.5@	Pul Pul Pul Pul 350; spar	1342 1342 1342 1342 k, leading
MERCEDES-BENZ 220/8 230, 250, 280, 300/8 300 6.3, 600 1966-70 specifications not available	69	Bosch Bosch cedes-Benz	48–52 37–41 34–38 of Canada Ltd		 0 rpm. 6 A	C C t 3,000 rp	m without vacuum.	Ξ	. 24 . 24 . 24	37 ⁵ 37 ⁵ 26 ⁶	VD VD	1342 153624 15486372

					DISTRIB	UTOR	Car Service			IGN	ITION TI	MING	92
MAKE & MODEL	YEAR	Make	Cam Angle (Deg.)	Breaker Arm Spring Tension (Oz.)	Breaker Point Gap (In.)	Rota- tion	Max. Advance Centrifugal: Degrees @ Distributor RPM	Max. Advance Vacuum: Degrees @ Inches of Mercury	Spark Plug Gap	Spark Occurs Before TDC @ Idle	Mark Loca- tion	Firing Order	IG.
MERCURY													NOITIN
Comet, 170, 200 Engine	. 66	Ford	37-42	17-21	.024-6	С		16.5-104	. 032-36	65	VD	153624	=
omet 260 289 V8	66	Ford	26-31	17-21	.017	CC	9.25-11@20007	9.5-12.5@ 2010	.032-36	68	VD	15426378	5
omet 390 V8 (2V, 4V)	. 66	Ford	26-31	17-21	.017	CC	13	7-10@1513	.032-36	10	VD	15426378	~
omet 289 VX (Std.)	67	Ford Ford	37-42 26-31	17-21 17-21	.025	CC	12 12 75 (2000)	10.25-11.5@3.9	.032-6	65	VD	153624	
omet 289 V8 (Auto.)	. 67	Ford	26-31	17-21	.017	CC	12-13.75@2000 10.5-12@2000	8-11@20 9,5-12,5@20	.032-6	6	VD VD	15426378 15426378	
omet 390 V8 (Std.)	. 67	Ford	26-31	17-21	.017	CC	8.25-9.75@2000	9-12@20	.032-6	6	VD	15426378	
omet 390 V8 (Auto.)	. 67	Ford	26-31	17-21	.017	CC	9-10.5@2000	9-12(a)20	032-6	10	VD	15426378	
omet 390 V8 4V HP	. 67	Ford	26-31	17-21	.017	CC	9.8-11.25@2000) —	. 032-6	10	VD	15426378	
Comet 427 V8 4V, 8V HP	. 67	Ford	22-24	22-24	.020	CC	11.5-13@2000		. 032-6	8	VD	15426378	
	7 Manu	al chift. AT	81/-03/@20	eng., 12.5@3.8	6; 66, auto. tr	ans., 8.25(3.8. 5 Auto. tra: 2000, auto., 10.5-12	ns., 12 deg. 6 Va	acuum advance			1100	
	10 1.25	-8.75@1800	; 4V engine, r	nan. trans., 8.7	5-10.25@200	0. vac. adv	ance 8.25-10.25@17	(a) 2000, ° 200 V8	10@ 2000 vac	9-12@18	200 auto. ti	rans., 11@2.	
ougar 289 V8 (Std.)	67	Ford	26-31	17-21	.017	CC	12-13.75@2000		.032-6	6	VD	15426378	
ougar 289 V8 (Auto.)	67	Ford	26-31	17-21	.017	CC	10.5-12@2000	9.5-12.5@20	.032-6	6	VD	15426378	
ougar 289 V8 4V (Std.)	. 67	Ford	26-31	17-21	.017	CC	12-13.75@2000		.032-6	6	VD	15426378	
ougar 289 V8 4V (Auto.)ougar 390 V8 4V HP	67	Ford	26-31	17-21	.017	CC	8.5-10@2000	8-11@20	.032-6	6	VD	15426378	
340 (C. 1 (11)	. 01	Ford	26-31	17-21	.017	CC	8.25-9.75@2000		. 032-6	10	VD	15426378	
leteor 240 6 Cyl. (1V)	. 66	Ford	37-42	17-21	.025	C	18	10.25-11.75@4.9		615	VD	153624	
leteor 390 V8 (2V)	. 66	Ford Ford	26-31 26-31	17-21 17-21	.017	CC	12-13.75@20002	6.75-9.75@1420	.032-36	6	VD	15426378	
leteor 428 V8 (4V)	66	Ford	26-31	17-21	.017	CC	8.75-10.25@200	7-10@1519	.032-36 032-36	10	VD VD	15426378	
leteor 240 IL6 (Std	. 67	Ford	37-42	17-21	.025	C	9-10@1550	10.25-11.75@49	.032-6	10	VD	15426378 153624	
leteor 240 IL6 (Auto.)	67	Ford	37-42	17-21	.025	C	8.75-10@2000		.032-6	10	VD	153624	
leteor 289 V8 (Std.)	. 67	Ford	26-31	17-21	.017	CC	12-13.75@2000		. 032-6	6	VD	15426378	
leteor 390 V8 (Std.)	. 67	Ford Ford	26-31 26-31	17-21	.017	CC	10.5-12@2000		.032-6	6	VD	15426378	
eteor 390 V8 (Auto)	67	Ford	26-31	17-21 17-21	.017	CC	8.25-9.75@2000 9-10.5@2000	9-12@20 9-12@20	.032-6	10	VD	15426378	
leteor 428 V8	. 67	Ford	26-31	17-21	.017	CC	8.8-10.25@2000		.032-6 .032-6	10	VD VD	15426378 15426378	19
	15 Auto.	trans., 12 d	eg. 18 10 1	25-11 75@ 2000	· auto trans	8 75_1000	2000, vac. advance 8	75-10@4 8.	.002-0	10	VD	13420376	1971
ll-size Mercury	19 7.25-	8.75@1800;	auto. trans.,	9-10.5@2000,	vac. advance	9-12@18.).5-12@2000, vac.	advance 8.25-1	1@14.			
0 V8 (2V)	. 66	Ford	26-31	17-21	.017	CC	7.25-8 75-18009		. 032-36	10	VD	15426378	an
28 V8 (4V). 20 V8 (Std.)	67	Ford Ford	26-31 26-31	17-21	.017	CC	8.75-10.25@200	007-10@15	.032-36	10	VD	15426378	ac
00 V8 (Auto.)	67	Ford	26-31	17-21 17-21	.017	CC	8.25-9.75@2000 9-10.5@2000	9-12@20 9-12@20	.032-6	10	VD	15426378	Canadian
0 V8 (Std.)	67	Ford	26-31	17-21	.017	CC	8.5-10@2000	8-11@20	.032-6	10 10	VD VD	15426378 15426378	
0 V8 (Auto.)	. 67	Ford	26-31	17-21	017	CC	8.5-10@2000	9.5-12.5@20	.032-6	10	VD	15426378	S
	9 Auto t	rans., 9-10.	5@2000, vac.	advance 9-12@	018.		0.5 10@2000	7.3 12.3@20	.032 0		,,,	13420310	er
ll models	. 68	REFER	FORD 1968	SPECIFICATI	ONS								Service
ll modes	69-70	REFER	1969 FORD	SPECIFICAT	IONS.								
													Data
G	"			10.24									
idget, Magnette Mk IV	. 66	Luc.	57-63	18-24	.014-16	CC	12/14-2300	9/11-221	025	4	Pul.	1342	0
G 1100	. 66	Luc. Luc	57-63 57-63	18-24 18-24	.014-16	CC	9/11-1500	9/11-20	.025	5	Pul.	1342	Book
		Luc	31-03	10-24	.014-10	CC	17–3200	6/8-12	.025)	Pul.	1342	×
Care Service Control Service													
			MARKET SERVICE										

MGB & GT	67-70	Luc. Luc. Magnette, 1	57-63 57-63 1/13-25.	18-24 18-24 3 Mk III for '6	.015 .015 8- '69; Dist.	CC CC 28@6000; Ti	10@1100 9@2750 ³ ming, 7 deg. static	20@13 , strobe 21 deg@10	. 025 . 025 00.	14 8 ³	Pul. Pul.	1342 1342
	66	Luc. Luc. Luc. pper, 7 deg. (57-63 57-63 57-63 (static).	18-24 18-24 18-24	.014-16 014-16 .014-16	CC CC	11/13-2000 9/11-1200 16/18-2800	5/7-28 6/8-12 9/11-22	.025 .025 .025	5 0 ² 3	Pul. Fly. Pul.	1342 1342 1342
All.	66 Flywheel	Bosch ¹ ignition-ger	205 nerator-start	21-26 er unit. ³ Sta	.012-16	Cranksh	17/19-5000 ³ aft speed.	-	.028	TDC ²	Fan	12
OLDSMOBILE F-85, Jetstar 88 (330 V8) 400 V8, 425 V8 w/2 bbl. carb. F-85 (250 L-6). 425 V8 w/4 bbl. carb. (HC). 350, 400, 455, V8s.	66-67 66-67	DR DR DR DR DR	30 30 32 30 30	19-23 19-23 19-23 19-23 19-23 bl. carb., 12-14@	.016 .016 .016 .016	CC CC C CC CC ¹⁵ '66-'67 400	14/16-2000 ¹⁰ 10-12@2000 13-15@1400 ¹⁹ 8-10@2100 ¹³ 16,21 V8 and 425 V8 (L	9@15.5-19.5 9.5@15-16.6 16@14.5 ¹⁹ 9:01.5@18.5 ¹³ 17,22 17,25	.030 .030 .035 .030 .030	7.5 512 43,14 7.5 18,20	VD VD VD VD VD	18436572 18436572 153624 18436572 18436572
	13 W/LC 6 10-12; 4 17 350 w/2 12@15- 400 w/4 w/opt. V	engine, 13–12 00 w/2 bbl., 2 bbl. 12@18 17.5, w/4 bb bbl. & MT. V-30 engine	5@2000, vac 11-13, w/4 .5-20.5, w/ ll. HC & w/ 19 '69 w w/SMT & A	. adv., 9@15.5- bbl. MT 10-12; 4 bbl. 9@16.5- 2 bbl. HC 12@1 /AT: w/MT 15-	19.5. ¹⁴ 455 w/2 bbl 18.5; 400 w/ 8.5-20.517@2100; s AT 2; 455 w	68, w/AT; w ., 13–15; Oth 2 bbl. 12@15 18 5; 350, 4 park 0. 20 /opt. W-34, 1	/MT 0. 15 350 ers, 400 w/4 bbl. A 5-17.5, w/4 bbl. M 00, 455 LC w/2 bbl. '69, 350, 455 2 bbl. 0. 21 '69, 350 2	w/2 bbl., C. ¹⁶ ,T, 9–11@1900; 455 ,T 12@18.5–20.5, 1.; 7.5; 350, 400 w/ ,1., 6; 350 4 bbl., 12; bbl., 14–16@2000; 400 w/SMT, 455 4 1	6 w/4 bbl. & 2 w/4 bbl. AT 8 /AT, 455 HC 455 4 bbl., 40 350, 400 w/S	2 bbl. w/HС, 3@16–18; 455 w/4 bbl. & 4 00, 8; 400 348 МТ, 10–12@	6–8@1500, w/2 bbl. 1 55 HC w/4 0 series w/ 2000; 400.	LC, bbl. 2.5; AT 10;
250 L6. 350 V8. 455 V8 exc. 310 hp. 455 V8 310 hp	70] 70 70 70 1 '70, w/A	DR DR DR DR AT; w/MT 1	30 30 30 30 5-17@2100 intermediat	19-23 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	.016 — Gervice replace Olds, 8; 325	C CC CC CC cement factor hp. 14. 5	'70, 320 hp., 365@	10.5-13@15.5 11.2-13.8@25 ³ 7.2-12.8@25 11.2-12.8@25 20, 250 hp.; 310, 325 4600 rpm., 375 hp.	.035 .030 .030 .030 .030 .05 hp. cent. 10- .365 hp. @50	TDC ¹ 10 ⁴ 8 ⁵ 8 -12@2000, va 000 rpm., 390,	VD VD VD VD ac. 8. 2–10. 400 hp., 9	153624 18436572 18436572 18436572 18436572 8@23. 9-11@1800,
PEUGEOT 403. 404. 404. 204, 304. 404, 504.	66 66 68–69 68–70 70	Duc. Duc Duc ection, .020.	55-59 57 57 55-59 ³ 57		.016 .016 .016 .016	C C C C C -'70, 204; '70	14-2100 17-2100 17@2000 12@2650 14.5@2500	5@14.5 5.5@14.5 ² 18.5@18 15@9 	.025 .024 ¹ .024 .024 .024	9.5 11 12 11 ⁴	Fly. Fly. Fly. Fly. Pul	1342 1342 1342 1342 1342
PLYMOUTH 426 V8. 225 IL.6. 273 V8. 318 V8. 383 V8 (2 bbl. carb.). 383 V8 (4 bbl. carb.).	66-69 67-68 66-69 66-69 66-69 1 Before '17 Double	breaker, 37-	42. 19 A	17-21.5 17-22 17-20 17-20 17-20 17-20 17-20 .5. 4 Autom	6@13.6: '67	C C C CC CC CC 50.	7.5-9.5@1400 ³⁵ ,88 12.5@2200 ³⁷ 12.5@1750 ¹ ,23 14.5@2250 ²¹ ,24,2 12.5@2150 ²⁷ ,41 9@2400 ²⁹ ,42 10.5@2300 ³⁵ ,44	17.5@ 522,87 3.5@ 5 8 3.5@ 521,25,38 1@ 13.619,41 1@ 1530,42 12@ 1625,44	.035 .035 .035 .035 .035 .035 .035 .035	12.534,40 53,22 520,23 520,26,40 12.528,41 12.531,43 12.536,44 tomatic, 10@		18436572 153624 18436572 18436572 18436572 18436572 18436572
	22 °68, 15@ 25 °68, DR 19@250 w/MT, 38 '69, dist	2, 440 HP, 0, w/AT, 16 16@2300, w 1. 318, 18@2 0, spark 7, 5	, TDC-650, 11.5@15, .5@2500, /AT, 13@21 400, 426, 15	23 '68, 17.50 26 '68 w/MT, 2 30 '68, 12@142 00. 36 '68 St @1550; Hg. 9.5	@ 1900, Timi 5, w/AT 2.5 75. 31 '68 nd., 7.5–600 @15. 39 /MT dist. 18	ng, w/MT 5- 27 '68, w w/MT, 0-65 , HP, w/MT 69, 30-35. 3@2500, w/A	700, w/AT 2.5-65 /MT 20@2200, w/ 60, w/AT, 5-650. , 0-650, w/AT, 5-6 40 '69, 318, 426 T T 16@2500: Hg. 1	0. ²⁴ '68, DP2 w AT 16.5@2250.	r/AT 12.5@2 28 w/MT 0-6 33 '68, 16@155 13@2000; Hg AT, dist., 22@ w/MT, TDC	350, DR2, 20 550, w/AT 7. 50. 34 '68, g. w/MT, 7@ 2350, spark, , w/AT, 5 B7	@2350. 5–600. 0–750. 15, w/AT, TDC. w/A	²⁹ '68 w/MT ³⁵ '68, 7@9 5

Four new names for new profits.

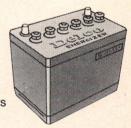
Acniter:



AC's latest development eliminates spark plug radio and TV interference. Its exclusive hot tip fires hot, burns clean. A full range to fit all cars.

Energizer:

The original Energizer from Delco has a lot of imitators but few equals. Exclusive "Thru-The-Partition" cell connectors increase cranking power by 16 per cent.



Pleasurizer:

Delco's new riding sensation. Exclusive Genetron gas-filled cushion eliminates aeration and foaming. Helps restore that new car ride.



Profitizer:

The Delco-AC Service sign is fast becoming Canada's best-known and most-trusted sidewalk service salesman. When motorists see this on your premises, they know they can expect the finest parts and service available anywhere. So join the team. Call your United Delco-AC Products distributor.



VD

VD

Pul.

VD

VD

153624

153624

18436572

18436572

18436572

					DISTRIB	UIOR				IGNI	ITION II	MING
MAKE & MODEL	YEAR	Make	Cam Angle (Deg.)	Breaker Arm Spring Tension (Oz.)	Breaker Point Gap (In.)	Rota- tion	Max. Advance Centrifugal: Degrees @ Distributor RPM	Max. Advance Vacuum: Degrees @ Inches of Mercury	Spark Plug Gap	Spark Occurs Before TDC @ Idle	Mark Loca- tion	Firing Order
Plymouth continued	70 70 70 70	Own Own Own Own Own Own 2 bbl.; 4 bbl.	41–46 30–34 28.5–32.2 27–42 28.5–32.2 cent. 10–12@2	17-21.5	.017-23 .014-17 .016-23 .016-23 .016-23	C C CC CC CC 2 '70, 198,	12-14@2000 14-16@2100 14-16@2200¹ 14-16@1600 12-14@2300 Valiant & Barracuda	5.25-7.75@15 8.25-10.75@15 9.3-11.8@12¹ 6.7-9.2@13.5 9.7-12@15.5	.035 .035 .035 .035 .035	TDC±2 TDC±2 TDC±2 TDC±2 TDC±2 5±2.5	5 VD 5 VD 5 VD	153624 18436572 18436572 18436572
PONTIAC 283 V8. 327 V8. 250 cu. in. 6 Cyl 396 V8. 427 V8 w/4 bbl. carb 350 V8. 225 hp. 400 V8 75-76000 Series.	. 66-68 . 66-70 . 66-69 . 66-69 . 69-70 . 70 . 70 . 5 *66 w, . 14 *68, . 18 *69, c	DR DR /275 hp., en 210 hp., 17- dist, w/MT, dist, 335, 15-	19@1975; 275 15-17@2100, s	hp., 14–16@20 w/AT, 13–15@ , 12–14@1900.	50. 15 '68 2 2100; Hg. 11	210 hp., 8@ .5-15-17.25	11.2-12.7; 275 hp.,	8@15-16 8@15-16 ¹⁵ 10@14, 2-14, 5! ^{2,1} 6, 4@11, 3-12, 5! ² 6, 4@11, 3-12, 5 ² 13@16-17, 5 8@11, 25-12, 75 8@15-16 '68, 13-15@2100. 8@15-16 2° '69; W/MT, 08 2 ⁴ W/AT, 15-17	,22 .035 .035 .035 .035 .035 .12 '68, 11.56 .16 '68, dist. 15–1 .1-20@2100, w/A	7@2500	17 '68, 86	1843657; 1843657; 153624 1843657; 1843657; 1843657; 1843657; 1843657;
389, 421 V8 w/4 bbl. carb 398 V8 w/2 bbl. carb 400 V8 (2 bbl., CR 8.6) 400 V8 (4 bbl., CR 8.6) 400 V8 (CR 10.5) 428 V8 400, 428 All models	66 66 67 67 67 67 68-69 Trans w/Tr 14 400 (16 '69, 4	DR DR DR DR DR DR DR isistor ign. '66 i. carb. or w CR8. 6), 428 400 w/MT,	28-32 28-32 30 30 30 30 30 5, 421 V8 Tri. 6 /trans. ign., 10	Preset Preset 19-23 19-23 19-23 19-23 19-23 2-23 2-25 2-12@ @15.5. 13 0.75 w/MT) 10 0-11@2300; 40	400 (CR8.6) 0@15,17; 400	15-17@2275 (CR10.5),	10-12@2300° 10-12@2300 9-11@2300 13-15@2200 9-11@2300 15@22006° 13,16° 100 (CR10.5), 428 428 (CR10.5 & 10.7; 428, 10-12@2300.	(CR10.75), 9-11@	8.8. ¹⁵ '69, (10.5), 10-12 CC.		
Tempest (326 V8)	. 66	DR DR	28-32 28-32	19-23 19-23	.016	CC	11/13-2300 ¹ ,11 10-12@2300 ¹	10-14 ³ / ₄ /16 ³ / ₄ ¹¹ 10@15-17 ¹² 10@11-25-12-25	.035	6 6 5	Pul. Pul.	1843657 1843657

Tempest & Firebird 400 V8: See U.S. Pontiac

Tempest 230 6 Cyl. 66 Tempest, Firebird 230, 250¹⁴ OHC 6 67–69 Tempest, Firebird 326 V8 67 350 2 bbl., 4 bbl. 68 DR

DR

DR

DR

DR

31-34

30

30

30

31-3414,16

19-23

19-23

19-23

19-23

19-23

.016

.016

.016

.016

.016

1 '66 389 GTO Trans. ign, 9. 2-12@3000; '66 w/ 326 V8. 10. 2-13@3000. 44 bbl. carb., 21@2000. 54 bbl. carb., 7. 5@10. 5. 84 bbl. carb., 11-13@2400. 10 Trans. ign. 9-12@3000, vac. adv., 10@11-12. 75. 11 '66 w/2 bbl. carb., 13-15@2300, vac. adv., 10-13@14. 5. 12 W/4 bbl. carb.; 3-2 bbl. carb., 10@14. 75-16. 75. 13 4 bbl. carb., 10@15-17. 11 '68; Dist. w/1 bbl., 23-15@2200, w/4 bbl., 12-14@2500; Hg, 7. 5@9. 2-10. 2, Timing, 4 bbl.; W/1 bbl., 0. 15 2 bbl., 11-13@2400, w/4 bbl. AT, 8-10@2500 (MT 2400); '69, 2 bbl. w/MT, 10-12@2300, w/2 bbl. adv., 10-13@2400, w/4 bbl. AT, 8-10@2500 (MT 2400); '69, 2 bbl. w/MT, 10-12@2300, w/2 bbl. adv., 10-13@2400, w/3 bbl. adv., 10-

C

C

CC

C17

CC

Hg, 7, 5@9, 2–10.2, Timing, 4 bbl.; W/1 bbl., 0. 15 2 bbl., 11–13@2400, w/4 bbl. AT, 8–10@2500 (MT 2400); 69, 2 bbl. w/MT, 10–12@2300, 350 4 bbl., 8–10 w/AT @2550, w/MT @2550, w/MT @2550, w/MT @2550, w/MT @2550, cam 33; dist. w/1 bbl., 13–15@2200, w/4 bbl., 11.5–13.5@2375. 17 '69, CC. 18 '69, 350 2 bbl., w/AT, 10@13–14.75. 19 4 bbl.; 2 bbl., 15–17@2275, Ram Air IV, 10–12@2300. 20 4 bbl. w/MT, 10@17–18.8. 21 Ram Air IV, 15.

10-12@240010

18@ 19004,14,16

13-15@23008

9-11@230019

10@11.25-12.2510

7.5@10.55,14,16

10@13-14.518

10@15-1718

10@15-1720

.035

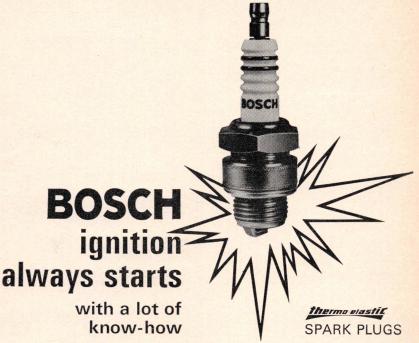
035

035

035

.035

See key to abbreviations on page 75.













BOSCH ignition is the co-ordinated automotive ignition system Use BOSCH ignition equipment—it's guaranteed!

BOSCH-made ignition components are world renowned — test proven on the world's toughest auto-racing circuits.

BOSCH automotive equipment sold and serviced in Canada through

ROBERT BOSCH (CANADA) LTD.
BOSCH

33 Atomic Avenue Toronto 18, Ontario

7325 Decarie Blvd. Montreal Quebec Montreal

Fland BOSCH are res

ROBERT BOSCH (CANADA) LIMITED 33 Atomic Avenue, Toronto 18, Ontario

Please send me information regarding

BOSCH Ignition Systems.

					DISTRIBU	TOR				IGNI	TION TI	MING
MAKE & MODEL	YEAR	Make	Cam Angle (Deg.)	Breaker Arm Spring Tension (Oz.)	Breaker Point Gap (In.)	Rota- tion	Max. Advance Centrifugal: Degrees @ Distributor RPM	Max. Advance Vacuum: Degrees @ Inches of Mercury	Spark Plug Gap	Spark Occurs Before TDC @ Idle	Mark Loca- tion	Firing Order
Pontiac continued Pontiac, Grand Prix, Firebird, Ter 265 6 Cyl	70 70 70 70	DR DR DR DR r/MT; w/AT am Air III;	31-34 28-32 28-32 28-32 13-15@2100 IV, 13-15@30	19-23 ; spark 4. 2 50; spark 15.	.016 .016 .016 .016 .70, w/MT; v	C CC CC CC v/AT 12-1 . w/AT &	15-17@2100 ¹ 12-14@2350 ² 10-12@2300 ⁴ 7-9@2200 ⁵ 4@2300. ³ '70, 3 MT; 455 V8 HO 4 b	11.5@15-17 10-13@14.75 ³ 10@15-17 10@15-17 50, 400 V8 2 bbl. w bbl. 370 hp. w/AT,	.035 .035 .035 .035 .035 /MT; w/AT & 10–12@2300.	TDC ¹ 9 94 9 400 V8 w/4	VD VD VD VD bbl. 10@1	153624 18436572 18436572 18436572 15–17.
911. 911. 911. 9117. 9117. 9117.	66-67 68-69 68-69 70	Bosch Bosch Bosch Mar. Bosch INFORI Bosch w265 I 1-1000 rpm.	P21, .014; T2	14-18 14-18 14-18 23-26 18-2 DT AVAILABI SP, .016; Bear IS, 9-13@3300	260/14/3S, .(020; 911L	14-16@1600 32-33@6000 19-21@3300 12-16@3400 ^{5,6} same as 911S plus Cl. 024. 6 '69, 911E	nampion N6Y, .02	.028 .014 .014 1,5 1,7	3 TDC ² TDC ² 35@6000 30@6000 W230 T30,	Pul. 024.	1432 162435 162435 162435 162435
RENAULT R.4, R.8, R.10, R8S, R10, 1300, R R16 R8 Gordini R16TA, TS.	12. 66–70 67–70 69–70 70	SEV ⁵ Duc. Duc. Duc	55-59 57±2 55-59 55±3	16-21 16-21 16-21 16-21 3 10-30@15.3	.018 .018 .018	C C C C S, R-10, 13	12-1850 ^{4,6} 21@2250 ⁹ 15@2250 3.5-1275; vac. 10-13 9-'70, dist., 18@2600	04.7 3,9 — — .9. 5 Or Ducelli	.024 .025 .025 .024	1.8 1,10 0-1 ¹¹ 6± 1 ¹² , R4, 12@18	Pul. Fly. Pul. Fly. 50; R8, R1	1342 1342 1342 1342 10, 16@2300. FA; TS 2± 1.
ROVER 3 litre 2000, 2000 TC 3500S	66–70	Luc. Luc. Luc 9-11@1500.	35 57-63 26-28 2'69-'70,	18-24 18-24 .016, gap, .025	.014-16 .014-16 ² .014-16 , timing, 4 AT	C CC C.	7/9-2000 13-15@2200 ¹ 8@4800	11-13	.029-32 .029-32 ² .025	3 42 8ATC	Fly. Fly. Pul.	153624 1342 18436572
SIMCA 1000. 1118, 1204 ³ . 1204	69–70	Duc. Duc		17-21 21.2-24.8 timing, 8 ATC	.018-21 .011-3 .018502 2 ATC.	CC C 3 Not	14-16@2000 ¹ 19.5@2500 30-34@2100 ⁴ 70. 4 70, w/MT;	1 7@14 6-10@14.24 w/AT, 26-30@240	.024 .024 .024 .024 00, 10–14@13.3	12 ¹ 4 ² TDC ⁴ 88, 4 BTC@8	Pul. Fly. Fly. 850 rpm.	1342 1342 1342
SKODA 1000 MB, 1100 MB	66–70	PAL	55	10	.016–19	С	22@1800	6.5	.025	8	Pul.	1342
STUDEBAKER Commander, Cruiser (6 Cyl.) Commander, Daytona, Cruiser (V8	66	DR DR	31-34 28-32	19-23 19-23	.019	CC	26@2300 30@3000	21@14.5 15@15.5	.033-38 .033-38	8 4± 1	VD Pul.	153624 18436572
SUNBEAM Imp Mk. I, II Minx Deluxe Sedan. Tiger 260.	66-67	Luc. Luc. Ford	27-33 27-33 26-28.5	18-24 18-24 17-20	.015 .015 .015	CC	12-15@3000 16-18@3000 9.25-11@2000	14-18@18 ⁵ 5.5-7.5@14 9.5-12.5@20	.025 .025 .032–36	71 9–11 6	Pul. Pul. Pul.	1342³ 1342 15426378

KING



MODEL 514



MORE DATA... FASTER THAN ANY OTHER METHOD

FOR MORE
INFORMATION
CONTACT YOUR
LOCAL JOBBER
OR YOUR
DISTRIBUTOR

KING ELECTRONICS CO.

9123 Inman Ave., Cleveland, Ohio 44105 ANDERSON-McCOY EQUIPMENT CO. LTD., 67 Barrymore Rd., Scarborough, Ont. (416) 266-7749

R. E. SPEAR OF CANADA LTD., 885 Wall St., Winnipeg 10, Man. (204) 786-5688-89

					DISTRIBU	JTOR				IGNI	TION TI	MING
MAKE & MODEL	YEAR	Make	Cam Angle (Deg.)	Breaker Arm Spring Tension (Oz.)	Breaker Point Gap (In.)	Rota- tion	Max. Advance Centrifugal: Degrees @ Distributor RPM	Max. Advance Vacuum: Degrees @ Inches of Mercury	Spark Plug Gap	Spark Occurs Before TDC @ Idle	Mark Loca- tion	Firing Order
Sunbeam continued 1725, S/Wagon	66–67 67–69 69 70	Luc. Luc. Luc. Luc. Luc 0 rpm. 2 No rrow, Alpine	57-63 57-63 57-63 ⁶ 57-63 57-63 5.1 at rear.	18-24 18-24 18-24 18-24 18-24 3 Crankshaft rp cent. 10.5-14.	.015 .015 .015 .015 .015 m. 4 Alpine \ 5, vac. 12-16	CC CC CC CC CC V, 12-14@1 @12, spark	16-18@1750 16-18@1750 16-18@3000 24-28@3500 15-19 ⁷ 800, vac. adv., 8-12 10. § Adjustmen	12–16@15 ³ 14–18@15 ³ ,4 12–16@15 ⁶ 10–12@11 12–16@15 ⁷ @11. ⁵ Mk. I, 14– ts; Service Manual	.025 .025 .025 .025 .025 .025 must be used	6-10 10-14 ¹ 14-18 ¹ 6-10 18 69, Cam angl	Pul. VD Pul. Pul. 7 ⁷ e 27–330 H th emissio	1342 1342 1342 1342 1342 1342 Ig., 6–8@15.
THUNDERBIRD All Std. Ignition	66 67 67 68 69–70	Ford Ford Ford Ford Ford Ford REFER 429, 18–23@		17-20 17-21 17-21 17-21 17-21 17-21 CCIFICATION 90; 429, 19-24		CC CC CC CC CC	12@2000 8.75-10@2000 8.5-10@2000 8.75-10@2000 8.8-10.25@200 17-20@400010	8.5@14 8.5@14 9-12@18 9.5-12@20 0 — 19-25@18 ¹¹	.032-6 .032-36 .032-36 .032-6 .032-6 .032-6	10 10 10 10 10	VD VD VD VD VD VD	15426378 15426378 15426378 15426378 15426378 15426378
TOYOTA Crown, Deluxe, Custom. 700, 700 Deluxe. Land Cruiser FJ40, FJ45, FJ55. Corona RT43. Crown. Corolla. Corona RT62, 72, Hi-Lux.	66-67 66-70 66-70 68-70 67-70	Hit. Hit. Hit. ————————————————————————————————————	50-54 96-100 41 52 38-44 50-54 50-54 aust emission,	14-19 14-19 14-19 14-19 18-24 18-24 14-19 Corena RT43,	.018 .016-20 .018 .018 .016-20 .016-20 .016-20 Crown, 5°@6	C C C C C C C C	14@2500 11-13@1600 13.8-15.8@200 15-17@2200 10@2200 15@3000 14@2300 Mk II, Hi-Lux, TD	11-13@13.4 10@12 9.5@11 8@12.6	.031 .032 .036 .031 .028 .028	12 8 7 8 ¹ 10 ¹ 8 10 ¹	Pul. Pul. Pul. Pul. VD Pul. VD	1243 12 153624 1243 153624 1342 1342
TRIUMPH Herald 1200, 12/50. Sports Six. 2000. Spitfire 4, Mk. II. TTR4, TR4A. Triumph 1300. Triumph GT6. Spitfire Mk. III.	66 66–68 66–68 67–68 67–70	Luc Luc. ¹ Luc. DR Luc. Luc. DR DR DR	18-20 40-42	17-21 ² 22-26	.015	CC	10-2500 13/15-2700 22/26-2500 13@5000 9-11@1200 ph Motors Canada I 9.5@2500 ² 16@2100 T+, 17-21, 9.5@25	20	.025 .025 .025 .025 .025 .025 .025 .025	15 10 8 13 4 13 ³ 4 -850, 4 ATC.	Pul. Pul. Pul. Pul. Pul. Pul. 4 850-	1342 153624 153624 1342 1342 1342 153624 1342 -900, 2 ATC
VALIANT and BARRACUDA 170, 225 6 Cyl. 273 V8. 170 IL6. 225 IL6. 273 V8 (2 bbl. carb.) 273 V8 (4 bbl. carb.) 383 V8. 273, 318, 340, 383, 2 bbl., 4 bbl.	66 67–69 67–69 67 67	P18 P15 Own Own Own Own Own REFER	40–45 28–33 42 42 30 30 ¹⁸ 30 TO DODGE	17-21.5 17-20 17-20 17-20 17-20 17-20 17-20 17-20 E & PLYMOU	.017-23 .014-19 .020 .020 .017 .017 .017 TTH SPECIF	C C C C C C C C CC	13,5@2200 ¹² 21-25@3500 ¹⁶ 14.5@2200 ²² 12.5@2200 ²³ 12.5@1750 ¹⁷ 10@1800 7-9@2400	6-8.5@12 ¹² 10.5-13.5@16 ¹⁶ 11.5@12 ⁴ ,1 ¹ ,2 ² 7.5@15 ²³ 13.5@13.5 11.5@12 8.25-11@15	.035 .035 .035 .035 .035 .035 .035	2.514 56 520 2.521 56 10 12.5	VD VD VD VD VD VD	153624 18436572 153624 153624 18436572 18436572



GO NIEHOFF FOR IGNITION PARTS

There is a full line-up of quality C. E. Niehoff Ignition Parts to give better service, wider coverage and higher profits. Go Niehoff for ignition parts.

C. E. NIEHOFF & Co. of Canada Ltd.

55 Brydon Drive, Rexdale (Toronto), Ontario

					DISTRIB	UTOR				IGN	ITION TI	MING
MAKE & MODEL	YEAR	Make	Cam Angle (Deg.)	Breaker Arm Spring Tension (Oz.)	Max. Advance Vacuum: Degrees @ Inches of Mercury	Spark Plug Gap	Spark Occurs Before TDC @ Idle	Mark Loca- tion	Firing Order			
Valiant & Barracuda continu 198, 225, 318, 383, 426, 440 340 cu. in 1968: 273, 318, 340 & 383 V8s refer to Plymouth & Dodge 1968 specifications	70 70 1 Statio 12 170 6 16 '66, a 20 '68, n	Own enary indicated eng., 25–29@ auto., 16–20 w/AT, 2.5;	30-34 for on chain ca 34400, vac. ad (@3500, vac.	v., 17-23@12, 2 adv., 21-27@13 ²¹ '68, 0; '69, T	.014-19 Automatic, 8. 225 eng., 21-2 .5. 17 Aut	25@4400, vomatic, 10	8-10@900 ⁶ W/Auto. trans., 10 ac. adv., 10-15@15. @1750. ¹⁸ Dual p fT, 18@2200, w/AT.	18 170 eng., owr	dwell. 19 '6	5± 2.5 g., 5°. 15 8, 16@10.5. w/MT dist.,		18436572
VAUXHALL Victor, Envoy. Viva, Epic. Victor, Envoy. Viva, Epic. Victor, Envoy, Viva, ⁴ Epic ⁴ .	66 67 67–69	ACD ACD DR ACD DR	35-37 35-37 35-37 35-37 35-37	17-21 17-21 17-21 17-21 22-26	.019-21 .019-21 .019-21 .019-21 .019-21	CC CC CC CC	15.5-2000 14/16.5-2000 14-16.5@2000 14-16.5@2000 2,9	5.5-20 7.5-20 4-5.5@11 7.5@20 ⁸ 4-5.5@11 ² 4 ⁹	.028-30 .028-32 .028-32 .028-32 .028-32	9 9 9 4.51 95,9	Fly. Pul. Fly. Pul. Pul.	1342 1342 1342 1342 1342

	CD-AC-Delco. Hg., 6.5-7.5@14	5. 3'69, 6.	5-7.5@14.5.	4 '69, w/9'	7.5 & 120.5	cu. in. 5 '69 w/	2@2000; '69, w/M' AT, w/MT, 0. 9 '70, 120.5 eng				
VOLKSWAGEN 1200, 1300, 4 1500, 1600. VW1, 1200, 1600 Sedan, Karman Ghia VW1 16008, VW3 1600	66-69 Bosch	54–58 ¹ 44–50 44–50 , 1600, 47–53. es & rpm.	14-18 14-18 14-18 3 1300, 1600	.016 .016 .016 .07.5°; '69, 0	C C C		7.5@11 11-14@2.6 ^{5,6} 4-6@7.9 ^{6,7} 1600 Sedan & Karı 00; VW1, A/T stic	.028 .028 .028 .028 nann Ghia, 16–	10 ⁸ 7.5 ⁵ TDC 17@3.2, spa	Pul. Pul Pul rk TDC.	1432 1432 1432
All (W/Emission Control) ¹ ,	70 Bosch '69, 130, 140, 180					26@23-2500 29±2@1550 12±1@1850 ⁴ 12-14@2400 ⁴ 12.5±1@1500 Vacuum Retard; legrees. ⁵ Vac.		.028 .028 .028 .028 .028 .028	10@7505	Pul. Pul. Pul Pul	1342 1342 153624 1342 1342 n control;
WOLSELEY 6/110	66 Luc.	33-37	18-24	.014-16	СС	14/16-2000	8-12	. 025	5	Pul.	153624

.019-21 CC

14-16@2000

10@208

.028-32

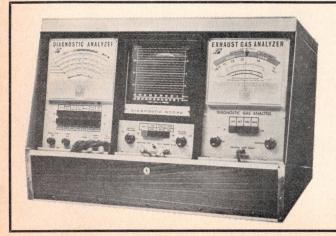
4.57,8 Pu 1342

See key to abbreviations on page 75.

Viva, Epic 70. 7. 97. 5. 70 DR

35-37

22-26



DIAGNOSTIC TUNE-UP CENTRE

It is easy to be a "Hero" just tune up the Peerless way! Twenty quick steps to complete motor analysis.

A self explanatory "Go and No Go" instruction book makes any mechanic an expert even on late model controlled exhaust systems.



Area Code 416/889-3050 In U.S.A.: 3910 Devon Ave., Chicago, Ill. 60654

STARTING AND CHARGING SYSTEMS

		E	BATTERY				START	ING N	MOTOR			GEN	ERATO	R or AL	TERN	ATOR	RE	GULATO	R
MAKE & MODEL	YEAR	Volt-	Amp. Hr. @	Term	Make	Drive	N	o Load	Test		cked ature	Make	Brush Spring	C	old Out	put	Cutout Closing Voltage	Setting	Range*
		age	Rate	Grd.	.vaume	Туре	Amps.	Volts	@ RPM	Amps	Volts	Marc	Tension (oz.)	Amps.	Volts	@ RPM	@ Gen. RPM	Volt- age	Current (max.)
ACADIAN and BEAUMONT 4, 6, Cyl., V8	. 66-68 . 66-69 . 67-70 . 69-70 2 '66-'6	12 12 12 7, 13,8	307 V8, 5	N N N N N S To 3-69; '7	DR DR DR DR DR 14.8.	7 To 10	65-100 70-99 ¹⁶ 49-87 ¹² 55-83 ¹⁵	10.6 10.6 10.6 10.6 9 8'68-	62-9400 36-5100 .8-12000 .6-2007 14 31-490017 69, 290-42	3558 - 5.	3.0 4.2 From	DR DR DR DR DR 68, 28-	40. 10	25-35 25-35 ⁹ 25-35 ⁹ 25-35 ⁹ 23-35 '68-'69, v/AT, 5		2-5000 2-5000	1.5-3.2 1.5-3.2 1.5-3.2 1.5-3.2 1.5-3.2 1.5-3.2 1.5-3.2 1.5-3.2	13.5 ² 13.8 ² 13.8 ² 13.8 ⁶ 13.8 ⁶ 13.8 ⁶	
AMERICAN MOTORS 6 Cyl. Engines. Ambassador, Classic V8s. Marlin (all models imported)	66 66 67–68 67–68 67–70	12 12 nal, 70-2	60-20 70-20 60-20 ¹⁰ 50-20 ¹² 50-20 ⁶ ,1 20; 60-20 s ive-engage	N td. on 3		ORC ORC ORC ORC ORC 18 10 232	70 6-cyl., 5	10 10.6 12 0-20.	5300 4200 36–5100 4000 62–9400 9500 11 To 36	200	4.3	AL AL M AL/M AL/M AL/M O, 199, 2 rsede 29	35 40 232, air co	34 34 35 35 35 35 onditioni	14.2 14.2 15 15 15 15 15 16 17	3700 3700 3500 3500 3500 3500 3500 20; 70–20	8-9 8-9 optional	14.5 14.5 14.4 15 15 15	 35 35 35 35 35
AUSTIN Austin-Healey Sprite, Sprite Mk II II Austin-Healey 3000 Mk II, III Mini (All), 1100 A60 Cambridge A110 1800 1800 Austin-Healey 3000	. 66 . 66-70 . 66-67 . 66-67 . 66 . 67-70 . 67	12 12 12 12 12 12 12 12 12 12,000.	40-20 90-20 38-20 ⁹ 43-20 ¹¹ 72-20 43-20 65-20 72-20 ² All tw	P P P P P P P Po-bobbi	n voltas	In.	45 45 45 45 45 45 45 45 1s can be	12 12 12 12 12 12 12 12 12 12 12 12 12 1	1 3 1 1 8 74-8500 74-8500 thout curr 00, 40-20.	440 450 440 440 440 450 450 ent rati	7.6 7.8 7.6 7.6 7.8 8 7.2 7.2 ing. 67–'69,	Luc Luc Luc Luc Luc Luc. Luc. 3 5800-4	22-25 36-44 22-25 22-25 36-44 22-25 22-25 36-44 6800.		13.5 13.5 13.5 13.5 13.5 13 13 13.5 1, 12.7		13-1125 13-1540 13-11256 13-1125 13-1540 13-1250 13-1250 13-1540 00; voltage s	16.3 15.1 16.3 ⁶ 16.3 15.1 14.8 14.8 15.1 setting, 15	2 30 2 30 ¹² 22 22 22 35 4/16.4.
1600, 1800. 1800 TI.	. 66–67 . 66–68	6	77 66 2 ± 35.	N N		ORC ORC	40-55 40-55		6-7000 6-7000			Bos. Bos. ¹	16-21	33.5 50	6 7	2450 27-3100	6.2@1700 6@900	6.2-7 6.7-7.2	65 7–8
BUICK 400, 401, 425 V8. 300 V8. 225 V6. 225 V6. 300 V8. 340 V8. 400, 430 V8. 450 L6. 350 V8.	. 66 . 66 . 67 . 67 . 67 . 67–68	12 12 12 12 12 12 12 12 12 DR	70-20 61-20 61-20 45-20 61-20 70-20 44-20 61-20	22222222	DR DR DR DR DR	ORC ORC ORC ORC ORC ORC ORC ORC		10.6 10.6 10.6 10.6 10.6 10.6	62-9400 ¹⁵ 6200 ¹⁹ 6200 ¹⁹ 36-5100	18 12 330 330 330 330 ²⁰ 358	3.5 4.0 — I 3.5 I 3.5 I 3.5 I 4.2 I	DR DR DR DR DR DR DR DR DR DR DR DR DR	35 35 35 21	28-40 28-40 28-40 25-35 28-40 28-40 25-35 28-40	14 14 14 14 14 14 14 14	2-5000 2-5000 2-5000 2-5000 2-5000	1.5-3.2 1.5-3.2 1.5-3.2 1.5-3.2 ¹⁶ , ²⁰	13.5 ⁵	

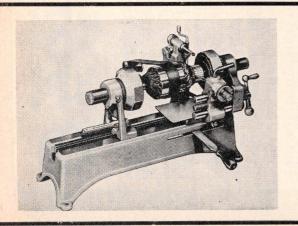
_	Book
_	
_	
_	
_	
g, 33–58.	
	STARTING,
	CHARGING
	D.
nertia. dexing.	103

350 V8. 70 12 61–20 N DR ORC 55–85 9 31–4900 N/A N/A DR — 25–3521 14 2–5000 1.5–3.2 13.55 — 455 V8. 70 12 70–20 N DR ORC 48–74 9 41–6300 N/A N/A DR — 28–4021.22 14 2–5000 1.5–3.2 13.55 — 455 V8. 1 68, 61–100; '69, 55–85. 2 '69, 9@31–4900. 3 '69, N/A. 5 To 14.4. 12 '66, 280–320. 13 300–360. 15 '66, 6750–10500. 16 Riviera models, 3, 8/7. 2. 17 70–105. 18 '66, 480–540 amps, 3 volts. 19 To 10,700. 20 '68, 480–540; 3.0; 1.5–3.2. 21 '70, W/AC 32–50 amps. 22 '70, W/AC & electric defogger, 33–58.									
CADILLAC All. 66 12 73-20 N DR ORC 87 10.6 38-6200 510 3.0 DR — 28-402 14 2-5000 3.0 13.59 — All. 67-70 12 74-20 N DR ORC 70-99 10.6 78003 485 3 DR — 28-402 14 2-5000 1.5-3.210 13.59 — All. 275 Series and all w/air con., 32-50. 3 To 12,000. 9 To 14.4. 10 '68, 1.5-2.7.									
CHECKER 230 6 Cyl., 283 V8 66 12 50-20 N DR ORC 68 10.6 62-9400 225 4 0 Mot — — 14.5 553 230, 250 6 Cyl., 283 V8 67-69 12 50 N DR Ben. 49-767 10.6 62-9400 3387 4.2 Mot. — 25-35 14 2-5000 1.5-3.2 — — 2377, 3077 V8. 67-68 12 50 N DR Ben. 65-100 10.6 36-51002 3302 3.52 Mot. — 25-35 14 2-5000 1.5-3.2 — — 327, 3077 V8. 67-68 12 50 N DR ORC 49-878 10.6 62-10700 330 4.2 Mot. — 25-35 14 2-5000 1.5-3.2 — — 25-35 14 2-5000 1.5-3.2 — — Mot. — 25-35 15 2-5000 — 14.5 — Mot. — 25-35 15 2-5000 — Mot. — 25-35 14 2-5000 1.5-3.2 — — Mot. — 25-35 14 2-5									
CHEVROLET Corvair, All. 66-69 12 44-20 ¹³ N DR ORC 58-80 10.6 9 280 4.0 DR — 25-35 ¹² 14 2-5000 1.5/3.2 13.8 ¹¹ — 96750-10500, 11 To 14.8, 12 Air conditioning, 33-58, 13 '69, 45-20.									
327 V8 (incl. Corvette), 409 V8. 66-67 12 61-20 N DR ORC 65-100 10.6 36-5100 330 3.5 DR — 25-3520 14 — 1.5/3.2 13.512 — 396 V8 (325, 425 hp.), 427 V8 ¹⁸ . 66-67 12 61-20 N DR ORC 70-99 10.6 78-12000 ¹⁸ 3 DR — 25-35 14 2-5000 1.5-3.2 13.812 — 250 6 Cyl. 66 12 44-20 N DR ORC 65-100 10.6 36-5100 330 3.5 DR — 25-35 14 2-5000 1.5/3.2 13.817 — 283 V8. 66-67 12 44-20 N DR ORC 49-76 10.6 62-9400 290 4.3 DR — 25-35 14 2-5000 1.5/3.2 13.817 — 283 V8. 66-67 12 45-20 N DR ORC 49-87 10.6 6200 ¹⁸ 355 4.2 DR — 25-35 ¹⁸ 14 2-5000 1.5/3.2 13.817 — 250 IL6, 283 V8. 67 12 45-20 N DR ORC 49-87 10.6 6200 ¹⁸ 355 4.2 DR — 25-35 ¹⁸ 14 2-5000 1.5-3.2 13.817 — 250 IL6, 283 V8. 68 SEE CHEVY II & CHEVELLE 1968 SPECIFICATIONS. 750 307 ¹⁸ 1.6 69-70 12 45-20 N DR ORC 53-69 ¹⁶ 9 64-8600 ^{1.6} — DR — 25-35 14 2-5000 1.5-3.2 13.8 ² — 230, 250, 307 ⁸ 1.6 69-70 12 45-20 N DR ORC 53-69 ¹⁶ 9 64-8600 ^{1.6} — DR — 25-35 14 2-5000 1.5-3.2 13.8 ² — 302, 307, 327, 350, 396, 427 V8. 69 12 61-20 N DR ORC 53-69 ¹⁹ 9 62-10700 ³ — DR — 25-35 14 2-5000 1.5-3.2 13.8 ² — 302, 307, 327, 350, 396, 427 V8. 69 12 61-20 N DR ORC 53-69 ¹⁹ 9 62-10700 ³ — DR — 25-35 14 2-5000 1.5-3.2 13.8 ² — 302, 307, 327, 350, 396, 427 V8. 69 12 61-20 N DR ORC 53-69 ¹⁹ 9 62-10700 ³ — DR — 25-35 14 2-5000 1.5-3.2 13.8 ² — 302, 307, 327, 350, 396, 427 V8. 69 12 61-20 N DR ORC 55-80 9 35-6000 ⁷ — DR — 25-35 14 2-5000 1.5-3.2 13.8 ² — 302, 307, 327, 350, 396, 427 V8. 69 12 61-20 N DR ORC 55-80 9 35-6000 ⁷ — DR — 25-35 14 2-5000 1.5-3.2 13.8 ² — 302, 307, 307, 307, 307, 307, 307, 307, 307									
350, 400, 402, 454 v6									
Camaro 230, 250 IL6									
Chevy II, 4, 6 Cyl. & 283 V8 66 12 44-205 N DR ORC 49-76 10.6 62-9400 290 4 3 DR - 25-357 14 2-5000 1.5-3.2 13.84 - Chevy II, 327 V8 66-67 12 61-20 N DR ORC 65-99 10.6 36-5100 330 3.5 DR - 25-358 14 2-5000 1.5-3.2 13.84 - Chevy II, 194, 250 IL6; 283 V8 67 12 45-20 N DR ORC 49-87 10.6 9 355 4.2 DR - 25-358 14 2-5000 1.5-3.2 13.84 - Chevy II, 194, 250 IL6; 283 V8 68 12 45-20 N DR ORC 49-87 10.6 62-10700 358 4.2 DR - 28-40 14 2-5000 1.5-3.2 13.84 - 230, 250 L6, 307 V8 B68 12 61-20 N DR ORC 65-100 10.6 36-5100 330 3.5 DR - 28-40 14 2-5000 1.5-3.2 13.84 - 2500									
Chevelle, All. 66 12 53-20! N DR ORC 49-76 10.6 62-9400 290 4.3 DR — 25-35 14 2-5000 1.5-3.2 13.8 = - Chevelle 327 V8. 66-67 12 61-20 N DR ORC 65-99 10.6 36-5100 330 3.5 DR — 25-357 14 2-5000 1.5-3.2 13.8 = - Chevelle 396 V8. 66-67 12 61-20 N DR ORC 70-99 10.6 40-87 10.6 = 445 3.0 DR — 25-357 14 2-5000 1.5/3.2 13.8 = - Chevelle 230, 250 IL6; 283 V8. 67 12 61-20 N DR ORC 70-99 10.6 5 355 4.2 DR — 25-357 14 2-5000 1.5/3.2 13.8 = - Chevelle 230, 250 IL6; 283 V8. 67 12 61-20 N DR ORC 49-87 10.6 = 355 4.2 DR — 25-357 14 2-5000 1.5/3.2 13.8 = - Chevelle 230, 250 IL6; 283 V8. 67 12 61-20 N DR ORC 49-87 10.6 = 355 4.2 DR — 25-357 14 2-5000 1.5/3.2 13.8 = - Chevelle 230, 250 IL6; 283 V8. 67 12 68 SEE CHEYY II 1968 SPECIFICATIONS. 396 V8 (& Chev. 427). 68 12 61-20 N DR ORC 70-99 10.6 78-12000 455 3.0 DR — 28-40 14 2-5000 1.5-3.2 13.8-14.4 — 2500 V8 (& Chev. 427). 68 12 61-20 N DR ORC 70-99 10.6 78-12000 455 3.0 DR — 28-40 14 2-5000 1.5-3.2 13.8-14.4 — 2500 V8 (& Chev. 427). 68 12 61-20 N DR ORC 70-99 10.6 78-12000 455 3.0 DR — 28-40 14 2-5000 1.5-3.2 13.8-14.4 — 2500 V8 (& Chev. 427). 68 12 61-20 N DR ORC 70-99 10.6 78-12000 455 3.0 DR — 28-40 14 2-5000 1.5-3.2 13.8-14.4 — 2500 V8 (& Chev. 427). 68 12 61-20 N DR ORC 70-99 10.6 78-12000 455 3.0 DR — 28-40 14 2-5000 1.5-3.2 13.8-14.4 — 2500 V8 (& Chev. 427). 68 12 61-20 N DR ORC 70-99 10.6 78-12000 455 3.0 DR — 28-40 14 2-5000 1.5-3.2 13.8-14.4 — 2500 V8 (& Chev. 427). 68 12 61-20 N DR ORC 70-99 10.6 78-12000 455 3.0 DR — 28-40 14 2-5000 1.5-3.2 13.8-14.4 — 2500 1.5-3.2 13.8-14.4 — 2500 N DR ORC 70-99 10.6 78-12000 455 3.0 DR — 28-40 14 2-5000 1.5-3.2 13.8-14.4 — 2500 N DR ORC 70-99 10.6 78-12000 455 3.0 DR — 28-40 14 2-5000 1.5-3.2 13.8-14.4 — 2500 N DR ORC 70-99 10.6 78-12000 455 3.0 DR — 28-40 14 2-5000 1.5-3.2 13.8-14.4 — 2500 N DR ORC 70-99 10.6 78-12000 455 3.0 DR — 28-40 14 2-5000 1.5-3.2 13.8-14.4 — 2500 N DR ORC 70-99 10.6 78-12000 455 3.0 DR — 28-40 14 2-5000 1.5-3.2 13.8-14.4 — 25000 1.5-3.2 13.8-14.4 — 25000 1.5-3.2 13.8-14.4 — 25000 1.5-3.2 13.8-14.4 —									
*At air temp 70-80 deg. F. AL—Autolite. BA—Benada. Ben—Bendix. Bos—Bosch. DR—Delco Remy. Duc—Ducellier. F—Fulmen. H—Hitachi. In.—Inertia. Luc—Lucas. Mar—Marelli. Mit—Mitsubishi. M—Motorola. N/A—Not applicable. ORC—Overrunning clutch. PR—Paris-Rhone. P—Prestolite. SI—Self-indexing.									

		BATTERY			STARTING MOTOR							GENERATOR or ALTERNATOR				REGULATOR			
MAKE & MODEL	YEAR	Volt- age	Amp. Hr. @ Rate	Term Grd.	Make	Drive Type	No Load Test		Locked Armature		Make	Brush Spring Tension	Cold Output		Cutout Closing Voltage	Setting Range*			
							Amps	. Volts	@ RPM	Amps.	Volts		Tension (oz.)	Amps.	Volts	@ RPM	@ Gen. RPM	Volt- age	Current (max.)
CHRYSLER All		; '66-'67	591 C1 series	N , 60–20,	Own others	70. s	90 To 14.3	11 3@70F;	2250 ⁶ '69-'70, 1	425 18 3.5–14.	5.	Own ¹¹ 6 '66, 2	 160; '67, 1			1250 rnator.	N/A 12 Reduc	13.78 ction gear	r. –
CITROEN DS21 and SW DS19A and SW ID19 All DS20, 21,12 ID19B, D Spec,14	. 66 . 67–68 . 69–70 3 Or Par	is-Rhone	55-20 55-20 55-20 55-20 55-20 e. 4 Be	N N N N nada.	PR PR Duc. ³ PR Duc. ¹³ ⁵ To	BA ORC	50-85 50-85 70 50-85 50-85 ensity a	12 12 12 7 12 7 12 7	7500 7500 7500 7500 7500 at startin o some '68	1905 410 1905 410 g mome	7.4 12 7.4 ent.	Duc. ³ Duc. ³ Duc. ³ Duc. ³ DR ³ Duc. ¹³ ⁷ DS P	26-32 26-32 Pallas, 33 a			2500 2500 2500 5000 ¹⁰ 4000 m.	13/1200 13/1200 13/1200 14/3,500 13.4 3 DS Pallas, 3	14.2 14.2 14.2 13.511 14.4	258 258 25 4211 48
DATSUN 1300 & S/Wagon. 2000 Sports. 1600 Sports 1000. 1300³, 1600 & S/Wagon. 1200 & Coupe. 240Z Sports.	. 66-70 . 66-70 . 68-70 . 68-70	12 12 12 12 12 12	40-20 50 50 40 60 ⁵ 50 50 68 only.	N N N N N N N	H Mit. H H H H H , to 15.	Ben. ORC ORC ORC ORC ORC ORC ORC	60 60 60 60 60 60 60 60 60 & s	12 12 12 12 12	7000 6000 7000 7000 7000 7000 5000 ; 1300, 40.	500 420 420 480 420 460	6.0 6.3 6.3 6.0 6.3	Mit. Mit. H H H	10-13 12.4 12.4 12.4 12.4 13.8-12.3	25 30 30 24.5 22 18 34	14 14 14 14 14 14	2500 1050 1000 2500 2500 2500 2500	N/A 	14-15 13.51 13.51 13.51 14-15 14.34	
DODGE 6 Cyl	. 66-70 . 66 . 66-70 . 67-69 . 67-70 . 68-70 . 68-70 . 69, ex	12 12 12 12 12 12	. 12 BI	N N N N N N N O2, 70–1	Own 9, 380.	9,7 ORC 9,24	50. 1	11 11 11 11 11 198, 225,	3800 2162 ¹⁷ ,25 2162 ⁴ 2162 ¹ ,19,25 2950 19501,25 19501,25 19501,25 , 26; 273, 9, 425, 70, 34, 5.	350 ² 425 ²⁶ 425 ²⁶ 420 ²⁶ 34.5.	4 4 4 4 4 5 To 1	Own Own Own Own Own Own Own Own Own Own	 F; '69-'70	37 37 ³ 37 37 ²⁷ 30 ⁵ 37 ⁵ ,21 37 ²⁷ 37 ²⁷ 1, 170, 1	15 15	1250 1250 1250 1250 1250 1250 1250 1250	0, 13, 5-14, 5	. 7'69-	 N/A 70, ORC.
FIAT 8501 Sedan, Coupe, Convertible 1500 Sedan, Convertible 124 Sedan, S/Wagon 124 Coupe, Convertible 850 Convertible, Coupe, Racer 124S Sedan & S/Wagon	. 66–68 . 67–69 . 68–70	12 12 12	53-20 53-20 53-20 60-20	77777	Mar. Mar. Mar. Mar. Mar.	ORC ORC ORC ORC	30 20 25 25 30 25	12 12 12 12 12 12	8500 6000 8250 5100 8500	610 325 545 258	6.05 6.8 6.9 7.7	Mar. 2 Mar. 2 Mar. 2 Fiat Fiat Fiat ²	27.16	30 35 35 64 42 42	12 12 12 12 12 14 14	3750 3750 3750 950 5000 5000	12.6-1250 12.6-1250 12.6-1250		30 35 35 30 25–35 25–35
Falcon	⁸ To 14.	7; '66, 1	45-20 4.9; '67, 1 45-20 55-20	N 5.1; '68 N N	Ford 8, 13.5- Ford Ford	15.3. Ben ⁸	70 9 Pos. 70 70	engagen 12	9500 nent. 1 9500 9500	460 ° '67'66 460 670	8, 2000 6	Ford I. Ford Ford		38 38 42	15 15 15	1500 ¹⁰ 1500 ¹² 1600	2.5-4.2 2.5-4 2.5/4	14.1 ⁸ 14.1 ⁷ 14.1 ¹⁰	_

Fairlane 390 V8 (4V) HP			600 670 6 L-N ¹¹ —	165 12 600 42 ¹⁴ 15 2000	9 14.1 ⁷ — 2.5-4 14.1 ⁷ —				
Fairlane 390, 427 V8	12 55-20 ¹³ N Fo 14.7; '67, to 15.1. 8 Pos. er				0-20. 14 390, exc. 4V HP, 38.				
		ord Ben ¹ 70 12 95		38 15 1500					
Mustang 200 IL6, 289 V8	12 45-20 N F	ord Ben 70 12 95	00 460 6 AL —	38 15 2000					
Mustang 390 V8			600 670 6 AL —	42 15 2000	0 2.5-4 14.14 —				
See below for 1968 1 Pos. engagement. 3 To 14.7, '66, 14.9, 4 To 15.1.									
All			600 670 6.0 Ford — 600 460 6 AL —	42 15 1600 42 15 2000					
241 IL6, 289 V8			000 670 6 AL —	42 15 2000					
		Pos. engagement. 12 To 1							
Falcon, Fairlane, Torino, Mustang & Fe	ord								
170, 200, 240 6 Cyl., 302 V8 2V 68-70	12 45-20 N F		00 460 6 AL. —	38 15 2000					
			00 670 6 AL. —						
250 6 Cyl			00 460 6 AL — 009 670 6 AL —	101 10 0001					
460 V8			00 670 6 AL —	(
	27 & 428, 70-20. ² To 15.		429, '70 302 Boss, 70-20, 4 '69	9, 460, 60; '70, 302 Boss,					
6 '70 No	ot 460. 7 '70, 428, 429 Jets	& Boss, to 15.3. 8 To 14.9	9 '70, 428, 429, N/A.						
FORD (British)			240	201	12 7/12 2 15 6 16				
Anglia, Consul (60 & 82 cu. in. eng.) 66-67		ord Ben — — — — — — — — — — — — — — — — — — —	- 340 - Ford - 000 340 7.4 Ford -	-20^{1} $ -$					
Anglia, Cortina (73 cu. in. eng.) 66–67 Cortina & GT			000 340 7.4 Ford ³ -		10 1 10 1 11 50				
	al 315, 25 amps. ² To 15.6								
Control									

N/A—Not applicable.



Luc-Lucas. Mar-Marelli. Mit-Mitsubishi.

* At air temp 70-80 deg. F. AL-Autolite. BA-Benada. Ben-Bendix. Bos-Bosch.

M-Motorola.

GENERATOR ALTERNATOR EQUIPMENT

ORC-Overrunning clutch.

■ Test Benches — Armature Lathes & Undercutters

DR-Delco Remy. Duc-Ducellier. F-Fulmen. H-Hitachi.

PR-Paris-Rhone. P-Prestolite. SI-Self-indexing.

- Hydraulic and Screw Presses and Attachments
- Brake Hub and Drum Fixtures Brush Seaters
- Instrument Repair Parts Mueller Battery and Welding Clips Booster Clips and Cable

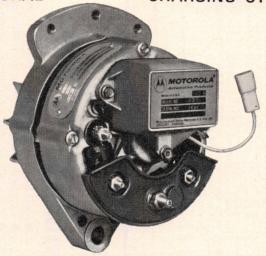
W. H. COOPER & CO. LTD.

4480 Chesswood Dr., Unit 3, Downsview 462, Ontario

MOTOROLA

RA SERIES INTEGRAL

12 & 24 VOLT CHARGING SYSTEMS



The all transistor regulators are integrated with the alternators in these compact, efficient systems. Installation is simple, easy and ideal for farm tractors and other open hood machinery where space is at a premium. Units are precision-built with Motorola features and quality. Ball bearings are sealed and permanently lubricated. Shafts are $\frac{5}{8}$. Available in 12 volt 35, 40 and 55 amp, 24 volt 35 amp capacities. Send for full details.



AUTO ELECTRIC SERVICE COMPANY, LTD., Toronto, Winnipeg, Vancouver CADEL, LTD., St. Laurent, Montreal, Quebec LOYESETH LIMITED, Edmonton, Alberta

MOTOROLA

TOROLA AUTOMOTIVE PRODUCTS INC.

		В	ATTERY				START	ING N	10TOR			GEN	NERATOR	R or AL	TERNA	ATOR	REC	GULATO	R
MAKE & MODEL	YEAR	Volt-	Amp. Hr. @	Term	Make	Drive	N	Load	Test	Lock Arma		Make	Brush Spring	Co	old Outp	out	Cutout Closing Voltage	Setting	Range*
		age	Rate	Grd.	IVIAKE	Туре	Amps.	Volts	@ RPM	Amps.	Volts	100000000	Tension (oz.)	Amps.	Volts	RPM	@ Gen. RPM	Volt- age	Current (max.)
HILLMAN Super Minx IV, Std. & Auto	66–67 2 8500-	12 -10,000 rj	51-20 om.	N	Luc.	In.	45	12	2	380	7.5	Luc.	22–25	22	13.5	2250	13-1400	16.3	22
HONDA Honda S600	66–67 ¹ Hita	12 hi or Nij	32-20 opon Dens	N 80.	1	ORC	50	10.4	1500	400	5.4	1	9.4-11.5	15	14	1300	14.5	14	-
HUMBER Super Snipe V, Imperial	66-67	12	67-20 7.0-7.4.	P 6 Al	Luc.	In. 7 4-		12 ring co	_ mp. to .78					35 to .040	13 in. 8	1500 14.4–14	4.8.	8	-
IMPERIAL All	66-70	12 00–450.	70-20 2 '70, 3	N 84.5.	Own 4 Redu	4 action gea			19506 3@70F.; '6				6 '69, 225	37 ² 50; '70, 1	15 1925–260	1250	N/A	13.75	N/A
Bellett Bellett	66–67	12 12	32-20 45-20	NN	Hit. Hit.	Ben. ORC	39 39	12 12	7000 7000	400 350	7.6	Hit. Hit.	10.6 10.6	23 32	13 13.5	2500 1250	14-1800 14-1800	14 14.5	=
JAGUAR Mk 2, S-type (3, 8 eng.). Mk, X, XK "E" type (4, 2 litre) Al! (Exc., 340 and XJ). 340. 340. 420 XJ.	66 67–70 67	12 12 12 12	67-20 60-20 67-20 67-20 72-20 60-20	P N N P P N	Luc. Luc. Luc.	ORC Si In. In. ORC	45 90 90 90 45 70 To 14.3	12 12 12 12 12 12 12 3.	58-6800 8-9000 8-9000 58-6800 58-6800 58-6500	45 <u>0</u> 900 900 450 440 465	6.4 6.4 7.8 7.6	Luc Luc. Luc. Luc. Luc. Luc.	=	25 35 46 46 25 43 ¹¹	13.5 13 13.5 13.5 13.5	2050 1500 6000 6000 1850	13-1300 — — — — — — ———————————————————————	15.2 9 14.1 14.1 14.810 13.912	
KAISER-JEEP 4-63, 4-75, 6-226. 8-327. 6-232 Hi-Torque 6. 6-225 Dauntless V6. 850 Dauntless V8.	66-68 66-70 66-67	3 12 0 12 7 12 0 12	70-20 60-20 50-20 50-20 60-20 ¹ Camper,		P ⁵ P PL DR DR DR	Ben. ORC ORC ORC ORC ORC	65-100	10 10 10 10 10.6 10.6	5300 4200 4200 62–9400 36–5100	280 405 405 300 300–60	4 4 4 4 0 3.5	P ⁵ M M M M	18-36 18-36 18-36 18-36 18-36	30 35 35 35 35 35	15 12 12 12 12 12	1800 2300 2300 2300 2300 2300	13.6-1325 12.4-1325 12.4-1325 12.4-1325 12.4-1325	14.4 14.4 14.4	39 35 35 35 35 35
LAND ROVER All (Gas engine). Series II 2, 2½ litre Diesels. 2.6 IL.6. 2½ litre.	66-6 67-6 69-7	8 12 ¹ 8 12 0 12	57-12 120-10 60-20 57-12 eries.	P P N	Luc.	In.	45 90 220 45 d sleeve.	12 12 10.2 12 8 S	74-8500 8-9000 1000 74-8500 Solenoid op	450 900 430 450 erated	6.4 7.8 7.2	Luc Luc Luc Luc.	22-25 22-25 36-44 25 atch.	22 22 25 22 Gas eng	13.5 13.5 13.5 13.5 gines, Lu	1700 1800	12.7/13. 12.7/13. 13-1100 12.7-13. 18G; diesels	3- 15.3 15 3 16.3	
LINCOLN-CONTINENTAL All.	69-7) REFE	85-20 ER TO Forgement ty	ORD S	PECIF	Ben. ⁷ ICATION 14.9; '67	IS.	12	9500 ° '67, 55.	670	60	AL	-	6010	15	2000	2.5-4	14.19	-
* At air temp 70–80 deg. F. Luc—Lucas. Mar—Marelli.	AL—Aut	olite. -Mitsubi	BA—Ber shi. M	nada. I—Moto	Ben-	Bendix. N/A—I	Bos- Not app	-Bosch licable.	. DR- ORC-	-Delco I -Overru	Remy.	Du clutch.	c—Ducell PR—	ier. I Paris-Rh	F—Fuln	nen. P—Pre	H—Hitachi.	In.— SI—Self-i	Inertia.



		- 1	BATTERY				START	TING	MOTOR			GEN	NERATOR	or AL	TERNA	ATOR	REC	GULATO	OR
MAKE & MODEL	YEAR	Volt-	Amp. Hr. @	Term	Make	Drive		lo Loa	d Test		ocked mature	Make	Brush Spring	Co	old Out	put	Cutout	Setting	g Range*
		age	Rate	Grd.	.vauac	Туре	Amps.	Volts	RPM	Amp	os. Volts		Spring Tension (oz.)	Amps.	Volts	@ RPM	Voltage @ Gen. RPM	Volt-	Current (max.)
MAZDA																			
1200 1500, ³ 1800 R100	69–70 69–70 69–70	12 12	60-20 70-20 45-20 Or more.	N N N 3'69	Mit Mit Mit	ORC ORC ORC 4 To 14	60 ¹ 60 ¹ 70 ¹	11.5 11.5 11.0	$\frac{6000^2}{6000^2}$ $\frac{3600^2}{3600^2}$	560 ¹ 560 ¹ 680 ¹	7.5	Mit 1	12.5 12.5 12.5	20 32 26.5	14 14 14	2500 ¹ 2500 ¹ 2500 ¹	= .	14-15 13.54 13.54	=
MERCEDES-BENZ			or more.	0,	omy.	10 14													
All ¹	. 66–68 . 69–70	12	66 66 ⁴ 6–70 speci	N N fication	Bosch Bosch	Ben		12	Benz of Ca	- nada I		Bosch Bosch	_ 8 600, 88,	35-40 55 ⁵	_	2700 nly 2x35	_	Ξ	Ξ
MERCURY								cucs-1	Jenz or Ca	naua L	Lu.	2200/	0 000, 00.	10	, 000 0	nly 2x3).		
Comet 200 6 Cyl., 289 V8. Comet 390 V8 (2V, 4V). Comet 390, 427 V8.	. 66-67 . 66 . 67 7 Pos. e	12 12	45-20 55-20 55-20 ¹¹		Ford Ford	Ben. ⁷ Ben. ⁷ Ben 14.9, '67,	70 70 70	12 12 12	9500 9500 9500 9 '67, 2000	460 670 670	6	Ford Ford AL	_ _ _ _ 	38 42 38 ¹²	15 15 15	1500 ¹⁰ 1600 2000	2.5-4 2.5-4 2.5-4	14.19 14.19 14.19	Ξ
Cougar 289 V8	67	12 12	45–20 55–20	NN	Ford		70 70	12 12	9500 9500	460 670	6	AL AL	-	V8, 42. 42 42	15 15	2000 2000	2.5-4 2.5-4	14.11 14.11	=

20 Old Colony Ave. Boston, Mass.U.S.A. 02127 ERSEE 9

-

Compare Cole-Hersee value for quality, design a line for quality. Then you ing excellence. Then you growing list who make their one and only source

see with any other sign and manufacturing you'll join the evermake COLE-HERSEE

and only source.

Send for these

Cole-Hersee Catalogs

D-270 D-356 D-367 D-368 D-363

Complete Catalog
Specialized Truck-Trailer
Replacement Data
Toggle Switches
Fire Dep't and Marine

Switches

Connectors

Safety

Devices

Sockets

All	67 67 Pos. eng 66 67	12 12 gagement 12 12	45-201 55-2014	14.9. N N	Ford Ford	Ben Ben 6, 1600. Ben. ¹¹ Ben	10 3 70 70	12	9500 9500 9500 nan.; 390 \ 9500 9500 ngagement	670 670	6 6 6 6 6 To 14.	Ford AL	 8, 80-20 428 V8,	42 42	15 15 15 15 10 15 15 15	18009 2000 2000 12 42 1600 2000 15.1.	2.5-4 2.5-4 2.5-4 28 V8, 70-20 2.5-4 2.5-4	14.18 14.111 14.111 • 14.113 14.115	Ξ
All 1968 Meteor		ER TO	FORD	1968 S	PECIF	ICATIO	NS.	ros, e	ngagement		10 14.	,	420 40,	70-20.		, 15.11			
MG Midget MGB MG Midget MGB, MG Midget	66 67-70	12 12	43-20 58-204 40-20 75-20 1100, 38-	P P P ⁶ P	Luc Luc Luc			12 12 12 12 12 59, N.	1 5 74-8500 7 '69, 34	420 300 430 450 41.50	7.6 7.4 7.7 7.2 @6000.	Luc Luc Luc Luc	22-25 22-25 22-25 22-25	19 19 22 22 ⁷	13-5 13.5 13.5 13 ⁷	2025 2025 2050 2050 ⁷	13-1125 13-1125 13-1125 13-1250	14.5 15.3 16.3 14.8	22 22 22
	66	12 12	43-20 38-20 42-20 4 Coo	P P P per, 18	Luc Luc	In. In. In. 5 Coop	45 45 45 er, 12.7	12 12 12 /13.3-	95–11000 95–11000 95–11000 1500; volta	430	7.6 7.6 7.6 ing 15.	Luc Luc Luc 6/16.4.	22-25 22-254 22-25	19 19 22	13.5 13.5 13.5	2025 2025 2025	13-1125 13-1125 ⁵ 13-1540	16.3 16.3 15.3	2 22
NSU Prinz	66 Sport Pr		241	N	Bosch	_	8-13	11.5	800	280	7	Bosch	21-26	- 11	12	1800	13.3-1500	14.9	13
	66 66-67 67-69 67 67 68-69 68-69 70 70 70 70 70 70 1 '70 low 5 '70 low	12 12 12 12 12 12 12 12 12 12 12 12 12 1	Toronad 16 To	lo; high 10.700.	eng., 33 comp.,	ORC ORC ORC ORC ORC 5-58 amp 65-95 a	49-8 65-10 70-10 65-100 70-9 50-8 55-80 45-80 65-9 os. 2 .mps., 7 25-35.	18 10.6 9 10.6 0 9 4 9 5 9 V'mete 5-10500	36-5100 36-5100 38-6200 620016 36-5100 38-6200 36-510018 55-10500 35-60004 4-6000 75-10500 r not requi 0 rpm. 0 w/4 bbl. 5-36000, 36	0 44520	3.0 - 3 13.5 trans. 7 , 70-105	DR DR DR DR DR DR 5-14.4.	35 35 35 35 35 35 —————————————————————	-540. 540; 3.0	42 14 14 14 14 14 14 14 14 12 p.; high	2-5000 2-5000 2-5000 2-5000 2-5000 2-5000 2-5000 2-5000 2-5000 5000	1.5-2.7 1.5-2.7 1.5-3.2 1.5-3.	1-4-2, Vis	pm. sta onado &
	68–69 1 68–69 1 70 1 Ducellie 2 Canadia	12 12 er or Pari	ction. Pre	estolite	70-20.	3 Co	45 Iternato	r, S.E.V	7–10000 7Motorolations not a	a or Pa availab	ris-Rho	Mot. Mot. Mot. one, 30 a Paris-R or Paris-R	14-21 mp.,1 5. khone (P	8 35 5 v. @ 3	14.2 14 2500 rpn	8–2500 1200 4000		12 14	_ _ _ 35
PLYMOUTH 6 Cyl	66-70		48-20 48-20 ³ 60-20	N N N	Own Own Own	Ben 6	58 90 90	11 11 11	3800 12 2162	350 4754 425	,16 4	Own Own Own	=	34.518, 34.518, 34.51	19 15	1250 1250 1250	N/A N/A N/A	13.78 13.78,20 13.78	N/A N/A N/A
* At air temp 70-80 deg. F. AL Luc—Lucas. Mar—Marelli.	-Autolit Mit-M	itsubishi	A—Benac	da. -Motor	Ben—E	Bendix. N/A—I	Bos- Not app	-Bosch licable.								nen. P—Pre	H—Hitachi.	In.— SI—Self-i	Inertia.

		E	BATTERY				START	ING N	MOTOR			GEN	ERAT	OR or	ALTERN	ATOR	REG	GULATO	R
MAKE & MODEL	YEAR	Volt-	Amp. Hr. @	Term	Make	Drive	No	Load	l Test		cked	Make	Brush		Cold Out	put	Cutout Closing Voltage	Setting	Range*
		age	Rate	Grd.		Туре	Amps.	Volts	RPM	Amp	s. Volts	MINARA	Tensio (oz.)	Amp	s. Volts	RPM	@ Gen. RPM	Volt- age	Current (max.)
Plymouth continued 440 V8, 426 V8	. 67–70 . 67–70 1 Not ':	12 12 70, 2	70-20 ¹⁰ 48-20 ³ 59-20 ⁷ '70. 1925-: 2'66-'67, 1'	N N 2600. 950; '68	Own Own Own 3 '70, 3, 2162;	6 6 46. 4	90	11 11 450. 5-260	21622,14 19502,18 19502,18 5 '70, 26 0 rpm. 18 '69, 22	13 '66-	4 4 Reduct '67, 37.	Own Own Own ion gear 14 '6	8-'69. 4	37 ⁹ 37 ⁵ 37 ⁹ 70, 59. 26 w/h	15 15 15 8 To 1 emi-stree , 13.5–14	1250 1250 1250 4.3@701 t package	- - F. 9 '70, e, '69, 440, 7	13.7 ¹⁵ ,2 13.7 ⁸ ,20 13.7 ⁸ ,20 34.5. 8 amps. 1	3 =
PONTIAC (Canadian models) 7000, 75000 (6 Cyl. & 283 V8)	. 66–68 . 66 . 66–69 . 67–70 . 67 . 69–70 . 70	12 12 12 12 12 12 12 12 50, 53–6	44-20 61-20 44-20 61-20 45-20 70-20 61-20 To 10,700. 19@64-860 ap.@35-600): w/H	DR D	ORC ORC ORC ORC	83 65-99 70-9914 49-8718 55-95 55-8516 65-95 3-58	10.6 10.6 10.6 10.6 10.6 10.6 9	62-9400 36-5100 36-5100 478-12000 562002;13 38-6000 31-490016 75-10500 , 290-425 00; '70, 50	330 14 4451 3559 325	4.2 3.5 —	DR DR DR DR DR DR DR DR volts@55	 1 '68, 30 -10500.	25-35 25-35 25-35 25-35	7,10 4 7,10 4 7,10 4 7,10 4 14 14	2–5000 2–5000 2–5000 2–5000 2–5000 2–5000 2–5000 400–480	1.5-3.2 1.5-3.2 1.5-3.2 1.5-3.2 1.5-3.2 1.5-3.2	13.8 ¹ 13.8 ¹ 13.8 ¹ 13.8 ¹ 13.8 ¹ 13.8 ¹ 13.8 ¹	
(U.S. modele) 389 V8 (Reg. fuel eng.). 389 421 V8 (Prem. fuel, trans. ign.) 400 V8 (8.6CR). 400 V8 (10.5CR), 428 V8.	66 67-68 67-69 70 70	REFER	53-20 61-20 53-20 61-20 R TO TEN '66, w/trai	nsistor i	ign., 32-	-50. 4	70-99 CATIOI '66, 70-	10.6 10.6 10.6 NS,	36–5100 6 78–13	445 2000 rr	3 om., loc	DR DR DR DR		28-40 28-40 ³ 28-40 28-35 ⁸ 0-480 a	14 14	2-5000		13.5 ² 13.5 ² 13.8 ⁵ 13.8 ⁵	
Tempest 6 Cyl. Tempest (326 V.8). Tempest (326 H.O. V.8, GTO 389 V.8). Tempest, Firebird 230, 250 OHC 6. Tempest, Firebird 400, Tempest 326 V.8 Tempest, Firebird 350 V.8. Tempest, Firebird 400 V.8 Ram Air.	. 66 . 66 . 67–69 8 67 . 67	12 12 12 12 12 12 12 12 12 12 14	60. 8 60 44-20 53-20 61-20 44-20 53-20 53-20 53-20 66 locked, 11 69, with	N N N N N N N 300-360	DR DR DR DR DR DR DR DR	ORC ORC ORC ORC ORC ORC ORC ORC ORC	49-76 65-100 70-99 49-87 70-99 65-99 65-100 70-99	10.6 10.6 10.6 10.6 10.6 10.6 10.6 10.6	62-9400 8 8 10 36-5100 36-5100	330 ⁸ 355 445 330 360 445	3.5 3.5 3.5 3.0 4.2 3.5 3.5	2–50, DR DR DR DR DR DR DR DR DR	1111111	25-35 25-35 25-35 25-35 25-35 25-35 25-35 25-35	14 14 14 14 14 14	2-5000 2-5000 2-5000 2-5000 2-5000 2-5000 2-5000 2-5000	1.5/3.2 1.5/3.2 1.5/3.2 1.5-2.7 1.5-2.7 1.5-2.7	13.5 ² 13.5 ² 13.5 ² 13.5 ² 13.8 ⁹ 13.8 ⁹ 13.8 ⁹ 13.8 ⁹	
Tempest, Firebird, Grand Prix 250 L6. 350 V8. 400, 455 V8.	70	12 12 12 12 8. 2	44-20 53-20 61-20 ² '70, 400; 4	ZZZ	DR DR DR	ORC ORC ORC	50-80 9 55-80 9 65-95 9)	55–10500 35–6000 75–10500	-	_	DR DR DR	Ξ	28–40 25–35 25–35	14 14 14	2–5000 2–5000 2–5000	1.5-2.7	13.8 ¹ 13.8 ¹ 13.8 ¹	= 1
PORSCHE 356C (1600SC) 911, 912	66 66-67	6 12	84 100		Bosch Bosch		55-65 35-45		5-6700 6- 7 900	500 285		Bosch Bosch	16-21 16-21	33 35	6 14	2400 4950	6.5–1600 14–1000	1 .	50 8-9

911S	45–20 N Bosch 456 N Bosch CIFICATIONS NOT AVAI 8 13.5–14.2. 4 911T, M	ORC 35–45 14 6–7900 ILABLE FROM PORSCHE.	285 6 Bosch 16-21 285 6 Bosch 10-14 1 models, 2 12v. batteries fitted	35 14 4950 35–40 14 4950 36 amp. hr.	14–1000 13.5 14–1000 13.8	8-9 8-9
RENAULT Caravelle S-4, R-8, R-10 ⁵	40/60 ⁸ N Duc 45 N F ² 45 N P	ORC 50 11.2 6000 Complete specifications not a from Automobiles Renault C	vailable PR	30 14.6 2400 35 15 3000		30
R16. 67-68 12 R16. 69-70 12 R8 Gordini, R12 ⁶ . 66-70 12 R8S. 70 12 R16TA, TS. 70 12	45 N PR 45 N 6 45 N Duc		355 — 4 16–21 6 — 4 — 330 — Duc — 400 — 4 —	30 13.2 3000 30 13.2 3000 22 12 — 30 13.2 3000	_ 14.4 _ 14.4 	
² Paris-Rhor		, 40. 4 SEV or Motorola. 5	70, also w/1300 eng. 6 '70, 1	R12, Duc., 380.		
ROVER 66-67 12 3 litre 66-69 12 2000, 2000TC 66-69 12 3500S 70 12 4 PV6. 5	60-20 P Luc 48-20 P ⁷ Luc. 60-20 N Luc. 4.6-15.6. ⁶ 14.4-14.8;		430 7.8 Luc ⁴ 36-44 440 8.0 Luc 22-25 ——————————————————————————————————	25 13.5 1700 25 13 2050 45 12 — und; all '69, N.	13-1100 ⁵ 13 6	22 25 —
SIMCA 66-70 12 1000 (to U.S. specifications) 69-70 12 1118, 1204 1 Built to Ex	40-20 N PR 40-20 N PR ² ropean specs., 18 amp. @ 150		PR 16-17 PR ² 2 Or Duc. \$ 1204; 1118	251 14 1450 ³ 22 ³ 14 ³ 3000 ³ , not available.	7 12.5–13.5 14.3 158	25 ⁷ 20 ³
SKODA 1000, 1100 MB	45–20 N Pal	ORC - 12 -	Pal -	22 12 22-750	00 12.5–14 14	22
STUDEBAKER 66 12 All 12 Alternato	53-20 N DR ¹³ To 1750.	ORC 49-76 10.6 62-9400	290 4.3 Pres. ¹² —	35 14.2 1700 ¹	14.2	-
SUNBEAM Imp Mk. II 66-69 12 Tiger 260 66-68 12 1725, S/Wagon 66-68 12 Alpine V, Rapier V 66-68 12 Arrow, Alpine Coupe ¹² 67-70 12 Alpine GT 28500-10.00	51-20 N Luc 50-20 N Luc. 66-20 N Luc.	Ben. 70 12 — In. 45 12 85–10000 In. 45 12 85–10000 ORC 60 12 55–6000 ORC 160 12 55–6000		22 13.5 2250 30 15 3400 22 13.5 2250 35 12 — 25 13.5 2275 35 12 — or. 10 To 14.3.	12.2 13.26 14.66 13-1400 15 	24-26 28-32 22 25
THUNDERBIRD All 66 12 All 67-68 12 69-70 RE 1 428 V8, 80	55-201 N Ford FER TO FORD SPECIFIC		580 ¹² 5.0 ¹² Ford — 670 6 AL — ement. 11.06, 670 amp., 6 v	55 15 2000	18 2.5-4 14.18 2.5-4 14.18 0 1700 rpm.	Ξ
TOYOTA Crown, Deluxe, Custom. 66-67 12 700, 700 Deluxe. 66-67 12 Land Cruiser FJ40, FJ45, FJ55 66-69 12 Corona RT45. 66-70 12 Crown. 67-70 12 Corolla. 67-70 12 Corolla. 69-70 12 Corona II RT62-72-78, Hi-Lux 69-70 12 Land Cruiser FJ40, 45, 55. 70 12 1 '68, 8-9; 4	32–20 N Denso 50–20 N Denso 55–20 N Denso 55–20 N Denso 60 N Denso	9 Ben. 50 11.1 3000 9 Ben. 55 11 3500 9 Ben. 60 11.5 4000 9 ORC 50 11.5 3500 9 ORC 45-50 11 3000 9 ORC 45 11 3500 9 ORC 45 11 7500 9 ORC 40-45 11 5000	380 — Denso 9-12 380 8.5 Denso 16-23 550 8 Denso 9-12 380 8.5 Denso 9-10 350-380 7.7 Denso 9-10 100 8.5 Denso 8-9 5-600 7 Denso 12 Denso 8-9	30 13.5 2500 15 13 2300 30 ¹ 13.5 2500 38 13.7 1800 38 13.5 1800 40 12 3500 50 13.8 1800	14.5-1500 14.5 14-1800 14.11 	

^{*}At air temp 70-80 deg, F. AL—Autolite, BA—Benada, Ben—Bendix, Bos—Bosch, DR—Delco Remy, Duc—Ducellier, F—Fulmen, H—Hitachi, In.—Inertia, Luc—Lucas, Mar—Marelli, Mit—Mitsubishi, M—Motorola, N/A—Not applicable, ORC—Overrunning clutch, PR—Paris-Rhone, P—Prestolite, SI—Self-indexing,

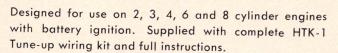
A TIME SAVER & PROFIT BUILDER

MULTI-PURPOSE TESTER

This solid state (Transistorized) circuitry tester operates on a 9 volt dry cell which powers it for a full year under average shop use.

The HT950 makes the following tests

- Dwell (0-60°) and Dwell Variation
- Idle speed and mixture adjustment
- Engine speed (0-4,000 RPM)
- Alternator or Generator D.C. Output
- Checks operation of Relays and Regulators
- Charging circuit resistance
- Voltage (0-16 Volts) and Current (0-80 amps)



This Compact instrument, weighing only 3 pounds, carries the usual Herbrand one-year guarantee.

Available through your jobber or contact:-

SECO TOOL COMPANY LIMITED

340 DUFFERIN STREET, TORONTO 3, ONT. — (416) 531-3516



	VF.	В	ATTERY				START	ING M	OTOR			GEN	ERATOR	R or AL	TERN	ATOR	REG	GULATO	OR
MAKE & MODEL	YEAR	Volt-	Amp. Hr. @	Term	Make	Drive	N	o Load	Test	Lock		Make	Brush Spring	C	old Out	put	Cutout Closing Voltage	Setting	Range*
		age	Rate	Grd.	IVIALE	Туре	Amps.	Volts	@ RPM	Amps.	Volts	Wake	Tension (oz.)	Amps.	Volts	@ RPM	@ Gen. RPM	Volt- age	Current (max.)
TRIUMPH TR4, TR4A Herald 1200, Spitfire 2 and 4. Sports Six, 2000. Triumph 1300, GT6 TR6, GT6+, Spitfire III.	. 66-68 . 66-68 . 67-68 . 69-70	12 12 12	58-20 43-20 58-20 ————————————————————————————————————	P ³ P P N N	Luc Luc Luc Luc. Luc.	In. In. In. In.	45 S ₁	12	tions not a	380 460 available 4604	7.44	Luc.		195	13.55	20255	13-1125 13-1125 13-1250 13-1125 ⁵	16.3 16.3 16	= = = = = = = = = = = = = = = = = = = =
VALIANT and BARRACUDA 170, 225 Engines 273 V8. 198, 17016, 225 IL6 383 V8. 318, 340 V8. 426, 440 V8.	. 66-69 . 67-70 . 66-70 . 68-70 . 70 ⁴ Reductive 170;	12 12 12 12 12 2 2 2 2 2 3 3 3 3 3 3 3 3	225. 37: '7	N N 14.3@	13 '68	4	90 90 90 14.5. 0; all '70			350 450 ¹⁰ 350 ¹¹ 425 ¹⁹ 425 ¹³ 19 -20. (68–'69, 1	4 4 4 4 9 '67, 1		- 33 - 33 - 3	7 012 720 720 4.5 9, 425.			N/A N/A N/A 25; '69, 170, 170, 170, 170, 170, 170, 170, 170	13.7 ⁵ ,1 ⁴ 13.5 ⁵ , 380; '70, 4	, 400–450.
VAUXHALL Victor, Envoy. Viva, Epic. Victor, Envoy. Viva Epic 70.7 cu. in. Victor, Envoy, Viva. 12 Epic 13 97.5, 120	. 66 . 67 . 67–70	12	57-20 51-20 57-20 53-20 55-20 ³ 3 '70, 120	P P N N N	Luc Luc Luc. Luc. 5, 53-20	ORC In. In. In.	40 40 40 35 80 50–2480	10 10 10 12 12 rpm.	3000 3000 3000 2000 55–8000 9 12.7/1	340 340 340 220 465 13.3@14	8.5 8.5 7.3 8.5 7	Luc Luc. Luc. Luc. 12 To 1	22-25 22-25 30 30 4.3. 13	22 22 22 35 35 35 From '6	12 13.5 13.5 12 12 12	8 2250 2250 2000 2000 2000	13-1400 13-1300 13-1400 13-1400 2.7-13.3@14	13 14.1 ¹⁴ 13.9 ¹² 400; '70,1	22 21-23 21-23 21-23 21-23 3.9-14.3.
VOLKSWAGEN 1200, 1300, Ghia 1500, 1600 (Sedan, Wagon, Ghia) All All 1200, 1600 W/MT All semi AT and full AT	. 66 . 67–69 . 70 . 70	12 12 1, S/Wag	66-20 77-20 36-20 ⁹ 45-20 45-20 on, Karm 5, 4-6, 7@		Bos Bos Bos Bos Bos a. 2	ORC ORC ORC ORC ORC '70, VW1	, 1200, 1	5.5 12 12 11.5 1600; V	55–7300 6–7000 6–7000 64–7800 64–7900 W3, 1600, 5.9–6.5@	520 520 430 10 11 , 13.8. 1820 rpr	3.5 7.6 6 6 8 To	Bosch Bosch Bosch Bos Bos 14.5.			13.8 5 Cold.	1450 2-2500 ⁴ 2-2500 ⁴ 6 120	12.4-13.1 12.4-13.1 0 models, 6. 250-285.	13.58	
VOLVO All models "B18" P1800E Engine	. 67–68 . 69–70	12 12 diustabl	60 60 60–20 e (diode). and all '76	N N N 2'60 model	Bosch Bosch 9-'70 14	ORC ORC ORC ORC 12, 144, 14 Ops., 14 v	40-60 40-50 45 mode	11.5 12 ls, Mot	55-7500 55-7500 69-8100 corola.	450 ³ 3-500 3 '68, 30	83 6 00-350,		16-21 		14.8 ⁵ 15 14 ⁶ -14.2.	1700 ⁵	12.4 13@1300 — 130, 1800; 3.	14.18 14.5 13.84 5, 14@15	35
WOLSELEY 6/110	. 66 2 5800-		5820	P	Luc	In.	45	12	1	450	7.6	Luc	36-44	25	13.5	1700	13-975	14.5	22

^{*}At air temp 70-80 deg. F. AL—Autolite. BA—Benada. Ben—Bendix. Bos—Bosch. DR—Delco Remy. Duc—Ducellier. F—Fulmen. H—Hitachi. In.—Inertia. Luc—Lucas. Mar—Marelli Mit—Mitsubishi. M—Motorola. N/A—Not applicable. ORC—Overrunning clutch. PR—Paris-Rhone. P—Prestolite. SI—Self-indexing.

COOLING

FUEL AND COOLING SYSTEMS

FUEL

MAKE & MODEL	YEAR			Carl	ouretor			Air	Fuel l	Pump	Pressure	Th'stat	Fan	Cooling Cap.
		Make	Туре	Model No.	Float Level Height	Float Drop	Choke Type	Cleaner Type	Pressure Range	Vacuum Booster	Cap Rating†	Rating (Deg.)	Belt Adjust- ment	(Incl. Heater) Qts.
1	66 66 67 67 67 68–70 68 69 70 Strand or Roco	350, .396,	del 4MV 4B, 4M	primary .281	1.281 .75 4 1.46811 .1704 1.281 .75 .281 .17(P)/.30(S) .34313 .8437516 .84319 ted paper or dry ele 12 307; others 4B, .21875; 396, .250 .25, drop N/A.	1.75 1.75 2.0 1.75 1.75 1.75 1.75 1.75 1.75 1.75 1.75	float drop	o, . 187, ot	hers, . 281	5 —	136 136 15 15 15 15 15 15 15 15 15 15 15 15 15	14 '69	, 10, 75; '7	
16	66 66 66 67 67 67 67 67 67 67 WCD-2 trans. 4	Car Hol Car Hol 16 Hol Car Car Car Car car a tension. nal on Arr 3888S, flo 160-3201, carbureto;	at level auto. tr	Classic. 16 232 125; 287, 327 V8, ans. 4160-3202, ad	. 156 9,13 . 125 9 16 . 300 . 45021 . 25021 . 350 . 300 . 300 . 300 . ve: check wet fuel l 6 cyl. man. trans., Holley 2B, man. tr	Holley SB, 1931-3 ins. 2209-3305, au e, check fuel level	3253; auto to, trans.	2209-330- plug. 18	4. float lev	RBS-3882	2S, float lev 5: 327 V8	vel (both)	Holley 4B.	8.7 8.7 8.7 11.7 11.7 10.8
232 6 Cyl. 290 V8. 343 V8. 390 V8.	68 68 68 68 W/M RBS-44 .215 (b (w/St.	26 27 28 29 T; w/AT, 470S, heigowl cover only) Car	26 27 28 29 1931-396 tht .562 r inverted	1931-3966A ²⁵ 267 27 286 29 29 267A. 26 America (carb. inverted); R 4). 27 American 4467S, height 30	.300 26 27 28 29 nn, Rebel, Ambassa ogue: Hol. 1931-410 , Rebel, Ambassado	2 2 2 2 dor & Javelin: 1-b l2A; Rebel, Amba r, Javelin & AMX	Aut Aut Aut Aut bl. w/M7 ssador; 2	Dry Dry Dry Dry Dry T. Hol. 19: bbl w/S w/St., AM	T., Carter IC-8HMZ.	WCD-441 w/AT, Al	0S: w/AT	Carter Wo	CD-4537S ts .375; 4	8.7 11.7 10.8 10.8 r heights,

199 6 Cyl. 232 6 Cyl. 290 V8. 343 V8. 390 V8.	69 69 69 1 Std.; v A/T. V level a	Car SI Car SI Car 4I Car 4I Car 4I V/AT, RBS ⁴ WCD45375. Il .5 dry, .8 Javelin, AM	B RBS46343 B AFB46603 B AFB466643 6634S. 2 Ran 3 AMX 4M BI wet. 4 Rel MX, std.; w/AT	2562 3350 ³ 4350 5350 bbler, Rebel, Ambassa /T. Rambler, std.; w/		ador, Javel	in A/T 2E	3. Ford 620	0-9HA2.	Javelin, sto	L. 2B. F	ord 62009	8.7 11.7 10.8 10.8 044105, 0HM2;
199, 232 6 Cyl 304 V8 360 V8 (2B) 360, 390 V8 (4B)	70 70 70 1 199 Gr YF476 ,562, c	3 21 3 21 8 41 emlin, w/M 6S; 232 Rel lrop N/A.	B 4 B 6 B 7 IT YF4768S, w/	. 375 ⁵ . 375 ⁵ . 8125 AT YF4767S; 232 Hor MT YF4770S, w/AT (Autolite). ⁴ Javel	rnet, w/MT YF4768S, w YF4769S; 232 Ambassa in, w/MT 2100D-ODM 4300-OWM4, w/AT 43	Aut Aut Aut v/AT YF4 dor w/MT (2; Javelin,	Dry Dry Dry 978S or 2 WCD481 Hornet a	4-5.5 4-5.5 4-5.5 bbl. WCD-7S. w/AT	Yes Yes Yes 4816S; 23 WCD481	14 14 14 32 Gremlin, 16S. ³ W	192 192 192 w/MT Y	90-110 90-110 90-110 YF4815S, carb., floa	11.7 10.8 10.8 w/AT
850, Cooper, Super. Austin-Healey Sprite Mk II, Mk III. A60 Cambridge. Austin-Healey 3000 Mk III. A110 Westminster. 1800. Mini. Mini Cooper, Cooper S. 1100. 1100, 1100 Auto., America. A60. A110. 1800. Austin-Healey Sprite. Austin-Healey 3000.	66–67 66 66 66 67–70 67–70 67 67–67	SU SU SU SU SU SU SU SU SU SU SU SU SU S	SB* HS2 2xSB HS2 2xSB HD8 2xSB HD8 SB HS2 2xSB HS6 2xSB HS8 2xSB HS9 2xSB H	1 18-968 15-968 15-968 19-968 15-968 15-968 15-968 15-968 25-968 368 368 368 368 368 368 368 368 368 3	erted. ² Use % in. di ween float arm and bow	Man	OB Dry OB OW OB Dry Dry Dry Dry Dry Dry Dry Dry Dry Dry	2-3 1.5-2.5 2.5-3 2-3 2.5-3 2.5-3 2.5-3 2-3 2-3 2-3 2-3 2-3 2-3 2.5-3.5 2-3 2.5-3.5 2.		44 7 4 7 4 13 713 109 7 7 13 7 10 13 7 7 4 Cooper, f HS4.	175 158 175 175 175 180 180 180 180 180 180 180 180 180 180	.5 .5 .5 .5 .5 .5 .2.5–3 p	2.62 5 4s 9 10 4.75 3 4.35 4.75 9.5 4.75 9.5 si., rad.
1800, 1800 TI	66–68 1 TI mo	Sol del, two 2-b	SB1 38PD bl., model 40PH		-	Man	Dry	2.2-3	-	-	180	.75	6
BUICK 225 V6, 300–340 V8. 400, 401 V8. 425 V8. 225 V6. 300, 340 V8 (2 bbl. carb.). 400, 430 V8. 340 V8 (4 bbl. carb.). 250 L6. 350 V8. 350 V8.	66 66 67 67 67 68–70 68–69 70 1 '70, 0' 13 U.S. 22 340 w 25 '68, E	prod'n. PF.	19 401 V8 w , model AFB, 1 P. 26 '68, 4	9 1, 46919 21 5 .5 469 21]924,32 1, 406 .312529 46823 .4683 .3754 0, 4B, 4MV, .3125. Roch, 4B, model 406, .75 forop. 23 2	^{2B} ; 4B—model 4MV., he ²⁷ '68-'69, 190. ²⁸ '68	20 Le Sab	re w/340 '68 cools	ant capacit	75 ³⁰ — — — — — — — — — — — — — — — — — — —	V6, 9, 25 q	t. 21 I	100 1007 1007 ——————————————————————————	ing .093.

† Relief valve opens. * Thermostat starts to open. 2B—Two barrel. 4B—Four barrel. Hit—Hitachi. P—Primary. PF—Plastic foam. Roch—Rochester. \$\$ Deflection at mid-point between pulleys in inches. 4D—Two barrel. 4B—Four barrel. Hit—Hitachi. S—Secondary. SB—Single barrel. Sol—Solex. Sl—Solex. Sl—Solex. Strom—Stromberg. Stromberg. Strom—Stromberg. Stromberg. Strom—Stromberg. Stromberg. Stromb

Market State Company of the Company			E Ecologica de la compa	FU	EL						COOL	ING	
MAKE & MODEL YEAR			Carb	uretor			Air	Fuel F	Pump	Pressure	Th'stat	Fan	Cooling Cap.
TEAL MISSEL TEAL	Make	Туре	Model No.	Float Level Height	Float Drop	Choke Type	Cleaner Type	Pressure Range	Vacuum Booster	Cap Rating†	Rating* (Deg.)	Belt Adjust- ment‡	(Incl. Heater) Qts.
CADILLAC All	Roch	4B	4GC	.625(P)	1.5(P)/1.0625(E) A .	Б	5.2-6.5		15	172		167
All. 66 All 67	Car	4B	AFB 4MV	.375	2.0	S) Aut Aut Aut	Dry Dry ¹ Dry ³	5.2-6.5 5.3-6.5	Ξ	15 15 15	173 173 1904	=	16 ⁷ 15 ⁵
All		4B	4MV conditioning, 180.	. 2408 5 75 series, 17.	7 67 & 75 series	Aut	Dry	5.25-6.5	_	15	190	Ξ	179
CHECKER 9 '68; v	/AC, 17.5	5; Fleetw	ood 75, 20. '69 21.	3; w/AC 21.8; 6900	series, 24.8. '70	w/AC,	18. 25; 69	00 series, 20).75.	. 073,	. 550.		
230 6 Cyl	Roch ⁴		BV 2GV	1.281	1.75	Aut Aut	OWP OWP	5-6.5 5.25-6.5	No No	13± 15 13± 1	180 180	756 756	12 17
230 6 Cyl	Roch Roch	2B	7026083 ¹ 7024186	1.281	1.75	Aut	OWP OWP	3.5-4.5 5.25-6.5	No	13	180	756 756	12 17
250 6 Cyl. 67	Roch Roch	SB :	7027085 7028015 ²	.281 .344 ⁷	1.75	Aut Aut	OWP P8	5.25-6.5 3.5-4.5	No No	13 13	180 19213	756 756	17 12 ⁹
307 V8	Roch Roch	4B	7028184 ³ 7028288	.75 .281	1.75	Aut Aut	P P	5-6.5 5-5.5	No No	13 13	192 192	75 ⁶ 75 ⁶	17 15
	Marathon	7025182	7029127 ¹⁰ 2. ² '68 w/MT;	.75 '69 w/MT, 7029017	1.75 ¹⁴ ; '68-'69, w/AT,	7028014:	OWP ; '70, 7040	3.5-4.5 ¹¹ 014. ⁸ V	V/MT: w	13 /AT, 70281	85. ⁴ T	756 axicab, C	179,12 arter.
	ab 12± 1. 50, 4B, 702	9202; '70	and tension gauge r 0 350, 7040114.	eading. 7 '69, .2	5. 8 '69, OWF 550, 5–6.5. 12	69 only,	69, w/unde , 327; 350,	er seat heat	er add 1 q 70, 195.	t. 10 '69 14 '70 350		AT; w/AT	Γ, 7029102;
Corvair super-charged Spyder ¹⁰ 66 Corvair 95, 110, 140 hp	Car Roch	SB 2xSB ¹¹	YH	.625 1.0625	2.375	Aut	OWP OWP	3.5-5 3.5-5	_	_	_	1	- 2
Corvair, All	Roch	SB	HV	1.063 r and idler pulley ur	1.563	Aut Aut	OWP	3 5-512				i urbo-Cha	
11	40 hp has	4SB carl	bs., model HV prim	ary, model H second	dary. 12 '68, 5	.5-6.75.			ion gauge				
Chevy II 4 Cyl. 66 Chevy II 194, 230 6 Cyl. 66 Chevy II 283 V8. 66	Roch Roch	SB	BV 2GV	.50 1.281	1.1875	Man Aut	Dry5	3-4.5	/ I	15 15	180 180	75 ² 75 ²	7.5 10 ¹²
Chevy II 327 V8 (350 hp.)	Hol	4B	4150 BV	.75 6 1.281	1.75	Aut	Dry5 Dry5	5-6.5		15 15 15	180 180	75 ² 75 ²	14.25 15.75 ¹²
283 V8	Roch	2B	2GV 4MV	.75	1.75	Aut Aut Aut	OWP OWP	3-4.5 5-6.5 5-6.5	=	15 15	195 180 180	75 ² 75 ² 75 ²	10 14.25 13.25
230, 250 L6	Roch	SB 1	MV 2GV	.34318	1.75	Aut	Dry Dry	3-4.5 5-6.5	Ξ	15 15	195 195		10.75 14.25
327, 350 V8. 68 All except 230, 250. 69	Roch SEE BE	4B	4MV	.281		Aut	Dry	5-6.5		15	195		13.25
Chevy Nova	SEE BE	auge read	ding. 5 And oil	wetted paper elemen	it type. 6 Use	sight pl	ug, primai	y .170, sec	ondary .3	800.			
Chevelle 194 & 230 6 Cyl			7 V8, 13. 25. 13	'69, .250 1.281	1.75	Aut	Dryl	3-4.5		15	180	752	10
Chevelle 283 V8		2B	2GV AVS ⁸	.75	1.75	Aut	Dry ¹ Dry ¹	5.25-6.5 5-6.5		15	180	75 ² 75 ²	14.25
Chevelle 396 V8 (360 hp.) 66 Chevelle 230, 250 IL6 67	Hol Roch	SB	4160 BV	. 170 ⁸ 1. 281	1.75	Aut Aut	Dry ¹ OWP	5-6.5 3-4.5	_	15	180 195	75 ² 75 ²	19.25
Chevelle 283 V8	Roch Roch	4B	2GV 4MV	.75	1.75	Aut Aut	OWP OWP	5-6.5 5-6.5	_	15 15	180 180	75 ² 75 ²	14.25 13.259
Chevelle 327 (325 hp) 396 (350 hp) V8. 67 230, 250 L6, 307, 350 V8 68			4150 1968 SPECIFICA	.17(P)/.30(S) TIONS.	-	Aut	OWP	5-6.5	_	15	180	752	13.259

All except 230, 250	69 70	Roch 4B SEE BELOV SEE BELOV	V.	. 187	-		Dry	5-6.5		15	195	_	19.5
	1 And oi	l wetted paper ochester mode	element type. I 4MV, primary	² Strand tension gauge revel . 281. 9 396 V8,	eading. 8 Or 1 18.25.	Holley model	4160, pr	imary float	level .170.	secondary	.300, fin	al level, s	ight plug;
Camaro 230, 250 II.6. Camaro 327 V8 (210 hp.) Camaro 327 (275 hp.), 350, 396 V8. 230, 250 I.6. 327, 350, 396 V8. All except 230, 250	67 67 68 69 70	SEE BELOV	V. V.	1.281 .75 .281 ELLE 1968 SPECIFICA			OWP OWP	3–4.5 5–6.5 5–6.5	Ξ	15 15 15	195 180 180	I 1	10 13.25 13.25 ²
Corvette, all Corvette 327, 427 V8 (390 hp.) Corvette 427 V8 (400, 435 hp.) 327 V8 (300, 350 hp.), 427 (390 hp.). 427 V8 (400, 435 hp.). All All Corvette.	66 67 67 68 68 69 70	SEE BELOV	4160 ¹⁹ 4160 2300 4MV 2B 2300 V.	.170(P)/300(S) .17(P)/30(S) .350(P) .281 ²¹ .350(P) ¹⁹ , ²²	Ξ	Aut Aut Aut Aut Aut	OWP OWP PF Dry Dry	5-6.5 5-6.5 5-6.5 5-6.5 5-6.5		15 15 15 15 15	180 180 180 195 195	75 ² 75 ² 75 ² —	15.75 ²⁰ 13.25 ²⁰ 18.25 12.5 ²¹ 17.5
	21 427, .	tension gauge 187, Coolant 1	reading. 19 7.5 qts. 22	Final float setting, use sig w/400 hp. & AT, Secondar	tht plug; 427 V ry .50.	8 (425 hp.), 1	model 41	50, float leve	el .350(P)	; 450(S).	20 396,	427 V8, 18	8.25.
250 L-6. 283 V8. 396, 427 V8. 396, 427 V8. 250 IL6. 283 V8. 327, 396, 427 V8. 6 Cyl. Taxi. 250 L6, 307, 327, 396 V8. 250 L-6. 307, 327, 396 V8 (265 hp.) 350 V8 (255, 300, 350 hp.) 396 V8 (325, 350 hp.)6. 302, 350 V8. 250 L6. 307 V8. 350 V8, 400 V8 265 H.P.	66 66 66 67 67 67 68 69 1 Strand 33 Or Ro 69 69 69 69 70	Roch SB Roch 2B Car ⁵³ 4B Hol 4B Roch SB Roch 2B Roch 4B Car SB SEE CHEVY REFER CH tension gauge	BV 2GV AVS ³⁵³ 4160 ³² BV 2GV 4MV YF II & CHEVI EVY II. reading, 75 lbs	1, 281 .75 1, 4683 .170(P)/.300(S) 1, 281 .75 .281 .218 ELLE 1968 SPECIFICAT	1.75 1.75 2.0 32 — 1.75 1.75 1.187 CIONS.	Aut	OWP OWP OWP OWP	4.5-6 5-6.5 5-6.5 5-6.5 3-4.5 5-6.5 3-4.5 5-6.5 5-6.5 5-6.5 5-6.5 5.85 5.85 2.4-5 7.5-90	25hp.), mo	15 15 15 15 15 15 15 15 15 15 15 15 15 1	180 180 180 180 195 180 195 180 195 195 195 195 195 195 195	.350(P)/	
350, 402, 454 V8	Primar	Roch 4B y; secondary, 27 V8, 400, 43	4MV 50. ² 302 V 5 hp., 396 V8, 3	78, 5–6.5, 3 307 V8; 32 75 hp. 6 427 V8, 335,	7 V8, 13.25 q	ts.; 396 V8, 1 70, 350; 400 1	9.5 qts.;	7.5-9.0 427 V8, 18. 8 '70, 350 V	25 qts. 78: 402 V8	15 4 307 V8 c	195 only, .843	375.	13.258
CHRYSLER BC1, BC2 (383 V8) BC3 (440 V8) 383 V8 440 V8 383 V8 2 bbl 383 V8 4 bbl 440 V8 440 V8 H.P.	66 67-68 67-68 69 70 70 70 70 8 Station	Car 2B11 Car ² 4B ² , Holl ⁴ 4B1 ⁴ Car 2B 17 2B Car 4B Hol 4B Car 4B wagons, Stroi	AFB-4127S ¹⁴ AFB-429S R-3667A ¹⁴ BBD-46145 ¹⁷ ¹⁸ R4366 AVS4738S mberg, 2B, WW	11 .219 12,14 .2191s .109(P)/.243(S) .219 .3125 .3125 .3125 .562519 .2187		Aut Aut Aut Aut Aut Aut Aut B-4131S.	Dry Dry Dry Dry Dry Dry Dry Dry 12 '68, 14 S-4429S.	4-5.5 3.5-5.5 3.5-5.5 3.5-5.5 3.5-5.5 3.5-5.5 3.5-5.5 3.5-5.5	No No No No No No No No No No No	14 16 16 16 16 16 16 16 ept Standa	180 180 180 200 195 190 195 190 rd 440. 6S; 440, I	.5 .5 .5 .5 .5 .5	14 1412 14.612 14.516 14.516 14.516 13.0 13 (



IMPERIAL EASTMAN

75 DYMENT ROAD, BARRIE, ONTARIO

					FU	EL						COOL	LING	
MAKE & MODEL	YEAR			Carb	uretor		Choke	Air	Fuel F	ump	Pressure	Th'stat	Fan	Cooling Cap.
		Make	Туре	Model No.	Float Level Height	Float Drop	Туре	Cleaner Type	Pressure Range	Vacuum Booster	Cap Rating†	Rating* (Deg.)	Belt Adjust- ment‡	(Incl. Heater) Qts
CITROEN DS & SW21, DS & SW19A ID 19 ID 19A. DS20, DS21, ID19b, D Special	66 67-68 69-70 Model	Sol Sol Web number	2B SB 2B suffixes; I	2836DDE ⁵ 32SD1D2 34PBIC 28-36DLE2 ⁷ DS19A, 2; SW21, A ,, late '68, 28-36 DD	6 — — 1: SW19A, A2, 6 E, ID196 SOLEX S	6 — — — Measure betwee BB 34 PBIC-3-93	Man Man Man Man en float a	OB OW OW	3.5 1.75-2 3.5 3.5 float closed	12 3 12 No 1 . 1968, or	4 4 4 9en .4528.	158 172 172 172	.5 .5 .5	9 9 9 9
DATSUN 1000 1300 S/W & S/Wagon 1600, 2000 Sports 1600 S/W 1200 & Coupe 1300 240 Z Sports	66-67 66-70 68-70 70 68 70	Hit Nikki Hit Hit Hit Hit Hit 2000 HJE	2B SU 2B 2B 2B SU	DCG-286 D-2630A HJB-38W ¹ DAF-328 DCG306 DCK306 HJG46W-3A	.709 .846 .906 .906 .746 .906		Man Man Man Man Man Man Man	OWP Dry Dry Dry Dry	2.5 2-2.5 4.3 3.4 2.6 3.4 3.4-4.3	No No No No No No	12.8 7 12.8 12.8 12.8 12.8 12.8	180 180 180 180 180 180	.68 .5 .68 .56 .46 .56	4.7 5.8 8.9 7.2 5.2 7.2 8.5
	66 66 66 67-68 67-68 67-68 67-68 67-68 67-68 67-68 170 aut 2° 67-17 2° 170 w, 31 '68 w/height	Car Car Car Car to., (7); 20, 12; 60, 12; 60, 12; 61, 12; 61, 13; 61, 14; 61,	SB 2B 2B 44B SB 2B 2B 2B 2B 4B 4B 2B 2B 2B 2B 4B 4B 2D 2B 3D	AFB-3855S BBS-36795 BBD-4123290 AFB-4130S AFB-4130S AFB-4130S BBS-428(6)S1-123 BBD-411(3)SA25,310 WW3-27(2)26 BBD-411(3)SA25,311 WW3-27(2)26 BBD-4296S WWC3-276 WWC3-276 BBD-4296S WWC3-276 BBD-442(6)S19 BBD-442(6)S19 BBD-442(6)S19 BBD-442(6)S19 BBD-442(6)S19 BBD-442(6)S19 SBB-429(6)S19 BBD-442(6)S19 SBB-429(6)S19 BBD-442(6)S19 SBB-429(6)S19 BBD-442(6)S19 SBB-429(6)S19 BBD-442(6)S19 BBD-442(6)S19 SBB-429(6)S19 BBD-442(6)S19 SBB-429(6)S19 BBD-442(6)S19 SBB-429(6)S19 SBB-429(6)S19 BBD-442(6)S19 SBB-429(6)	.250 .219 .219 .312 ²¹ .250 .844 ²⁴ .250 .250 .219 .312 .156 .109(P)/ .243(S) ⁸⁹ .312 ²¹ , ³⁸ .312 ²¹ , ³⁸ .312 ³¹ .312 ³⁴ .312 ³⁵ .312 ³⁶ .312 ³⁷ .312 ³⁸ .312 ³⁸	W1 man., (80). , w/AT, (2). 15.8. 34 w/M7 at w/MT & AT.	BBD-41: ²⁴ Hei ²⁹ w/MΠ Γ; w/AΤ AFB-443	ght of flui	1) 30 '6	to., (4).	26 Auto., BBD-441((3). 27	.5 .5 .5 .5 .5 .5 .5 .5 .5 .5 .5 .5 .5	

					FU	JEL						COO	LING	
MAKE & MODEL	YEAR			Carb	uretor			Air	Fuel I	Pump	Pressure	Th'stat	Fan	Cooling Cap.
MAKE & MODEL	TEAR	Make	Туре	Model No.	Float Level Height	Float Drop	Choke Type	Cleaner Type	Pressure Range	Vacuum Booster	Cap Rating†	Rating* (Deg.)	Belt Adjust- ment	(Incl. Heater) Qts.
Dodge continued	69-70 69-70 68-70 69-70 69-70 70 70 1 W/MT 4 bbl. thermo 9 '70, w, 14 '70, 14 R-4376 float in	w/MT A ostat 180, /MT; w/ 4.2. 1 oA, w/A7 obowl w/	SB 2B 2B 4B 2B 4B 2B 4B 5 EL1; w/A VS-4617; cooling AT BBS 5 70, w/F R-4568/bowl inv	Γ AVS-4616S; Supe S, w/AT AVS-4618S cap, 15.5. 6 Use -4716S. 10 '70, w MT AVS-4933S, w, A, prim. %, sec 1%,	. 250 6 . 250 . 250 . 250 . 2195.15 . 312 . 219 . 3 . 250 . 312 . 56218 25; 225, R4164A; 2 7 Ed., P. gauge. 7 Cdn.; P. gauge. 7 Cdn.; P. gauge. 7 Cdn.; P. gauge. 17 Cdn.; P. T. 26 Cdn.; P. T. 770, 2x4 bbl., OH.P 5. 26 70	2. ² Front, AF . 234, S. 266, H.F U.S. production of AT R-4352A. rel . 2187, drop . 5 front AFB-4742S	FB-4619S P. 219. w/MT, B 11 '70, 10 5. 16 ''	M & A; r 4 225 EL BD-46075 1.75. 12 70, and Ca FB-4745S.	ear AFB-4 Ll, w/MT l S, w/AT B 2 '70, w/M arter BBD- 18 '70.	620S M, A R-4161A, S BD-4608S Γ BBD-47 4726S; 4 b	FB-4621S w/AT R-41 8 W/A 21S, w/AT bbl. AVS-47 8125: H.J	A. S S 62A. C add a BBD-472 36S, drop P. 2187:	td.; H.P., 5 '68, level approx. 1 o 22S. 13 5 . 5, H.P. 3x2 bbl. c	Carter, .5, t. '70, 195. w/MT
850 Sedan, Coupe ¹¹ & Convertible ¹¹ . 1500 Sedan, Convertible. 124 Sedan, S/Wagon. 124 Coupe, Convertible. 850 Convertible, Coupe, Racer, 124S. 124 Convertible, Coupe	66–68 67–69 68–69 70	Web Web Web Web gasket.	2B 2B 2B 2B 2B 2With	30ICF ⁹ 34DCHD ¹⁰ 32DCOF .34DFH/4 30DIC8 ¹² 26/34DFH out gasket. Sedan only. 9 Cc	.276 ^{2,9} .216 ^{1,10} .118 .236 ¹ .236 .236 .upe and Conv. 2-ba 70, 850; 124S, 32DF	.551 .33510 .0035 .551 .335 .rrel 30DIC, float	Man Man Man Man Man	Dry Dry Dry Dry Dry Dry 36 without	3.5-4 3.5-4 3.5-4.5 3.5-4.5 3.5-4 t gasket.	No	5 5 5 5 5 5 28-36DCD	175 180 190 185 190 ¹³ 185 01, float le	.5 .5 .5 .5 .5 .5 evel .1969	5 5.2 5 7.5 5 7.5 without
	66 67-68 67-68 67 68 69-70 4 Basic p w/air h 6 Lbs. te	art numl	per only. rted; '66 used be	, dry setting, rubbe	1 3/32 Dry375 Dry I.12 25/32 Dry 17/32; 3/8AT ation by prefix and s r float I in.± .031, r 8 '66, wet setting Dry. 12 '68 as for	netal float 1.094	+ .031. fr	om gasket	surface of	upper boo	12-15 12-15 12-15 12-15 12-15 12-15 from botto dy to top of	float, bo	dv inverte	12.5 18.5 12.5 12.5 11.0 rn d.
Fairlane (All 6 Cyl.). Fairlane 289 V8. Fairlane 390 V8 (2V, 4V). Fairlane, Torino 390 (4V HP), 427 V8 Fairlane, Torino, 390 V8 (2V, 4V).	66 66 66 8 66–68	Ford Ford Ford Hol Ford	SB 2B 2B8 4B11 2&4B	9510 ⁸ 9510 ⁸ 9510 ⁸ 9510 ⁸ 9510 ⁸ 9510 ⁸	.625± .015³ .625± .015²,6 .8808 9 .484 Dry¹³,15	502 Vo.	Aut Aut Aut ⁸ Aut ¹⁰ Aut	Dry Dry Dry Dry Dry	3.5-5.5 4-6 4-6 5-6 ¹⁶ 4.5-6.5	No No No No	12.15 12.15 12-15 12-15 12-15	160 160 160 ¹²	60-904 80-1104 80-1104 80-1104 80-1104	8 12.5 17 17

Fairlane 289 V8. Fairlane 200 IL6. Fairlane, Torino, 200 IL6, 302 V8.	67 68	Ford S SEE FAL	2B SB LCON 1968 TO FULL	9510 ⁵ 9510 ⁶ SPECIFIC	.375 Dry ¹⁴ 1 3/32 Dry CATIONS.	= 1	Aut Aut	Dry Dry	4-6 4-6	Yes No	12-15 12-15	160 160	80-110 ⁴ 80-110 ⁴	12.5
	² Dry set dry .45 surface ⁵ Basic p ⁸ Wet set ¹¹ Some	tting from 53(P&S). of upper part no. on tting; dry, 427, 2x4B.	machined s ³ Below to body to top lly. Comple, .491; W/4	urface of matop surface of float, boote identificate, dry .531 390 V8 (4V	ain body to top of free e of main body; float 1 in. dy inverted. 4 Lbs. t tion by prefix and suffix, wet .910, man. choke. HP), 192. 18 2V auto 18, 4.5-6.5.	±.031, metal fl ension for used on tag attached ⁹ Dry, top of	oat 1.094 belt; '65- l to air ho of float pa	± .031.1 '66, 80-1 orn. 6	from gasket 1.0. For C40F-9 top of fuel b	510-A&B,	.5± .015.			
Mustang (200 6 Cyl.) Mustang (289 V8) Mustang 289 V8 (4V & HP) Mustang 200 IL.6 Mustang 289 V8 (2V) Mustang 289 V8 (4V, 4VHP) Mustang 289 V8 (4V, 4VHP) Mustang 390 V8 (4V HP) 200 6 Cyl., 289, 302, 390, 427	66 66 66 67 67 67 67 68	Ford S Ford S	SB 2B 4B SB 2B 4B 4B	9510 ⁴ 9510 ⁴ 9510 ⁴ 9510 ⁴ 9510 ⁴ 9510 ⁴ 9510 ⁴	1± .031 dry ¹ .875 wet .940 ³ 1 3/32 Dry .375 dry ⁶ .25/32 Dry 8	- - - - - - - - - - - - - - -	Aut Aut Aut Aut Aut Aut Aut	Dry Dry Dry Dry Dry Dry Dry	4-6 6 4-6 4-6 4-6 4-5-6.5	No No Yes Yes No	12-15 12-15 12-15 12-18 12-15 12-15 12-15	160 160 160 160 160 160	80-110 ³ 80-110 ³ 80-110 ³ 80-110 ³ 80-110 ³ 80-110 ³	12.5 12.5 8 12.5 12.5
	Rubber . 875 wet	r float; me t, .491 dry	tal float 1.0	194± .031, fr	rom gasket surface of up	per body to top horn. ⁵ Pour	of float, nds tension	body inve	erted. SA	Auto. tran Automati	s.; std., .91 c, .531.	0; H.P.		
240 6 Cyl. 352, 390 V8. 89 V8 (2V) 428 V8 (4V) 427 V8 (8V) 428 V8. 289 V8. 390 V8 (2V, 4V)	66–68 66 66 66 66–68 67–68	Ford Ford Ford Hol Ford Ford Ford	SB 2B ⁵ 2B 4B 2x4B ⁷ 4B 2B 2&4B	95101 95101 95101 95101 95101 95101 95101 95101	1.094 ¹⁸ .625±.016 ³ .491 17 15 25/32 Dry .484 Dry .484 Dry .484 Dry		Aut	Dry Dry Dry Dry Dry Dry Dry Dry	4-6 4.5-6.5 4-6 4.5-6.5 4.5-6.5 4-6 4.5-6.5	 No Yes No	12-15 12-15 12-15 12-15 12-15 12-15 12-15 12-15	160 160 160 160 160 160 160	80-110 80-110 80-110 80-110 80-110 80-110 80-110	4 12.5 4 12.5 4 17 4 17 4 17 4 17
302, 390 V8 390 V8 GT	Basic p wet set	Hol part no. on ting .875-	4V aly. Comple ± .031P/.90 375; all 4V,	95101 ete i dentifica 06± .031S; ' 25/32 Dry.	1968 SPECĬFICATION 19 tion by prefix and suffix 66, .491 dry, .0880 wet 14 '66, 17, 15 Dry 31, wet .910; secondary	on tag attached. 4 Lbs. tens	ion for us	sed belt.	el bowl., bow	4B carb.	7 Or 4B.	edge o	.016P/.45	
All 6 Cyl	69-70 69-70 69-70 69-70 69-70 70 70 1 '69, Dr tag att 10 Lbs. to 14 '70, & Police	AL AL AL AL AL AL Hol ry ± 1/32 ached to a ension for Bl2. 15	2B ⁹ 2B 2V 4V 2V 4V 4V 4V 4B 4B 4B	9510 ⁵ 9510 ⁵ 9510 ⁵ 9510 ⁵ 9510 ⁵ 9510 ⁵ 2 Dry pr 6 '69, 2V; 4 11 '70, 17' (4 V, 390, 8	1 1/32 Dry ¹¹ 54,1,14 31/641,6,19 31/64 ^{1,19} 17/32 ² 31/64 ¹ 16 16 10 17 17 18 19 19 19 19 19 19 19 19 19 19 19 19 19	y 11/16	Aut Aut Aut Aut Aut Man Aut ²³ .S.I.@500 60 4V, 25 '70, 12-lothers, fue	Dry Dry Dry Dry Dry Dry Dry Dry Dry 6 Dry 1/32. 18	4-6 ³ 4.5-6.5 ³ , 4.5-6.5 ² 4 5-8asic part 5 ³ Basic part 70, Lbs. ten ower edge of	No N	12-1512 12-1512 12-1512 12-1512 12-1512 12-1512 12-16 12-16 	160 160 160 160 160 190 190 identity 9 25 d over	0 6 cyl, S	17 17 11.0 17.0 & suffix on B.
FORD (British) Anglia, Consul (60 & 82 cu. in. eng.). Anglia, Cortina (73 cu. in. eng.)		Zen Sol	SB SB	32VN 30PSEI	= =	Ē	Man Man	OB OB	1.25-2 1-2	No No	7 7	170 180	.5 .5	5.1 5.25

CANADA'S FOREMOST CARBURETOR SPECIALIST





mobomak

PRODUCTS



SPEEDI CARBURETOR TUNE-UP KIT

MOBOMAK AUTOMOTIVE PRODUCTS LTD.

498 GILBERT AVE. . TORONTO 10, ONT.

WAREHOUSES LOCATED IN — HALIFAX — MONTREAL — TORONTO

					FUI	EL						COO	LING	
MAKE & MODEL	YEAR	W.		Carbi	uretor		61.1	Air	Fuel F	ump	Pressure	Th'stat	Fan	Cooling Cap.
WAKE & WODEL	TEAR	Make	Туре	Model No.	Float Level Height	Float Drop	Choke Type	Cleaner Type	Pressure Range	Vacuum Booster	Cap Rating†	Rating* (Deg.)	Belt Adjust- ment‡	(Incl. Heater) Qts.
Ford (British) continued Consul Cortina Cortina GT Cortina GO0, 1600 Cortina 1600 GT	68-70 68 1 Manual	Ford Web Ford ¹¹ Web l available	SB 2B SB 2B cat level	28/36DCD38 C7BH-(A) ⁶ 32-DFM ¹⁰ 1300 w/MT; w/AT , 1.8 mm (.31496 in	1.39 .218 1.398,12 7-7.5 mm. (C), 1600 w/MT, (E	.333 .26 B), w/AT (D). te. 12 '70, 1.		Dry Dry Dry Dry ; 1600, 5.	1-2 1-2 1-2 3.5-5 6. 8'69	No No No No 1600, 1.3	10 10 13 13 4; float dro	185 185 185 185 185 19 . 16.	.5 .5 .5 .5 .9 '69, 5.7	6 6 5.1 ^{7,9} 5.6 ⁹
HILLMAN Super Minx IV	66-67 Bellows	Zen type 170	SB, pellet	34IV type 186, winter use	1.2759 e 186–190 pellet type	- Highest	Man points on	Dry floats abo	1.5-2 ove main be	ody face,	9 carb, invert	s ted.	.5	6.25
	66-67 Keihin.	Kei ¹ Cle		B31N26A5 between float & cov	. 6693 er. Maximum.	-	Man	Dry	2.83	No	7.1	176	.3575	5 5.3
IUMBER uper Snipe V, Imperial	66-67 Highest	ZS points or	2xSB	175CD above main body fa	.5754 ace, carb. inverted.	-	Man	Dry	2-3.5	No	13	190	.5	13

IMPERIAL All All EY1. 440 V8.	67-68 69 70	Car Hol Hol Hol odel R-39	4B 4B 4B 4B 18A, rac	AFB-4131S R-3667A ⁶ R-4166A R-4366A I. cap pressure, 16, cool	.219±.015 .109(P)/.234(S) .2347 .5628 ing cap., 14.25.	.75 .75 — 7 P; S, .266.	Aut Aut Aut Aut 8 '70,	Dry Dry Dry Dry Prim.; see	3.5-5 3.5-5 3.5-5 3.5-5 2812.	None None No No	14 14 ⁶ 16 16	180 180 190 195	.5 .5 .5	15 15 ⁶ 15.8 13.6
Bellett Bellett	66-68	Nikki Strom	2B 2B	2D-32AU-2 D28-32G-6B pody. ² Finger push	.74 ¹	Ξ	Man Man	Dry Dry	2.8-3.6 3.5	No No	13	165 180	.6 ²	5.3 6.0
JAGUAR 4. 2 Sedan & XKE & 420, 420G 3. 8 "S" & Mk. II & 340 340 E Type, 2+2, XJ	66-67	SU SU SU ZS w/1/2 dia	3SB 2SB 2SB 	HD8 HD6 HS6 175CDSE erted between float lev y spring locked jockey j	7/16 11/16 er and lid. 6 '6'	 'E'' type, Lucas "E"', 16 qt.; 420,	Auto ⁸ Auto Aut Man electric in	Dry Dry Dry Dry of fuel tan 20G, 11.5	2.75max ⁶ 2.75max 2.5-3.5 2.75 ma k. 8 "E" 5; XJ, 15.	No No x.— type, mai	7 4 7 7 ¹³ nual. , 2+2; XJ,	165 165 158 165 ¹⁴ 4. ¹⁴ 5	9 9 9 —	12.25 ¹⁰ 11 11 12.25 ¹⁰ winter 179
KAISER-JEEP 4.75 V8 327. 6-232 Hi-Torque 6. Dauntless V6. Dauntless V8. Dauntless V8.	66-68 66-70 66-70 68-70 68-70	Car Hol Car Roch Roch Roch fuel level	SB 2B SB 2B 2B 4B to top of	938SC 2209 RBS-4016S 2GS 2GV 4160C f bowl. 8 Parallel w	.3125 .6251 .4699 1.094 .468 8 ith bowl floor.	1.875 1.875 1.875 1.875 9 '68, on .656.	Man Auto Auto Man Aut Aut	OB OB OB OB Dry Dry	2.5-3.7 3.5-5.5 4-5.5 4.5-5.7 4.2-5.7		7 14 13 13 15 15	165 195 195 180 19	.5 .5 .5	9.6 15.8 8.7 11 4 11.25
LAND ROVER 2½ litre. Diesel. 2.6 litre 2½ litre.	66-68 67-68 69-70 Below	CAV SU	SB SB mber joi	40PAIO-5 Injection pump HD8 int face. ² Summer;	.625± .125 ² .4375 ⁸ 33 mm. winter 185 gas,	4 175 diesel. ⁸ E	Man Man Man Setween fi	OB OB	1.5-2.25 5-8 2-6 1.5-2.2 ber spigot an	No No No and float le	9 9 4.5–5.5 9 ver. 45	168 ² 168 ² 168 185 ⁵ % in, test	.5 .5 .25 .5 bar unde	9.25 9 11.25 9.25 r fork.
LINCOLN-CONTINENTAL 462 V8 (4V)	67–68 68 69–70	AL REFEI		C6VF-9510-B C7VF-9510-B 9510-C8VF-F D FULL SIZE SPECII d gasket surface, air ho		.688 Use belt.	Aut Aut Aut	Dry Dry Dry	4.5–6.5 4.5–6.5 4.5–6.5	6 No No	12-15 12-15 12-15	160 160 180–20	80-110 ⁹ 80-110 ⁹ 22 —	
MAZDA 1500 Sedan, Estate 1800 Sedan 1200 Sedan, Estate R100 Coupe	69–70	Hit Hit	2B 2B 2B 4B	D2832G HTN42 DTC KCB306	.85 .59 .78	Ξ	Man Man Man Man	Dry Dry Dry Dry	2.85-3.6 2.85-3.6 1.42-2.13 3.3-4.3	No No No No	12.8 12.8 12.8 12.8	190 190 190 170	.56 .56 .89 .89	6.71 7.2 4.35 7.1
MER CEDES-BENZ 200D 200, 230 . 230S, 250S 230SL, 250SE, 220SE, 300SE, 300SEL 600 220, 230, 250, 280, 300 220D/8	66–67 66–67 66–67 66–67 68 ⁹ 69	Sol Zen Bos Bosch Sol	9 9 — — DD	Fuel injection (diesel) 38PDSI 35/40INAT Fuel injection (gasolir — Fuel injection (diesel)	.866 ———————————————————————————————————	= -	Man Aut — — — Aut	OB Dry Dry Dry OB Dry	2.2-3 2.2-3 		14.7 14.7 14.7 14.7 	174 174 174 174 ————————————————————————	9 9 9	8.8 8.8 10 10 ¹⁰
230, 250/8	. 09	Zen	2B		.7787		Aut	Dry	.,0					7.23

Represented in Eastern Canada by Frank Pruneau South, Sales Agency, 425 Islington Avenue South, Toronto • Represented in Western Canada by Claude W. Moncrieff Limited, 137 South Oxley Sireet, P.O. Box 40, West Vancouver,

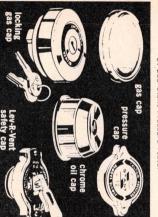
INC.,

Subsidiary of Pur-Olator Products

Inc., Connersville, Indiana, 47331.



precise, pump-type, with hose for harddispensable as a screw driver. prevent road trouble by anticipating leaks. STANT MANUFACTURING CO., to-get-at filler necks, it enables you to with thorough customers and earn You can render a real service to your Tester at hand every minute. It's as in You need a functioning Stant Pressurecooling system checks. a neat profit chrome oil cap Rugged,





pressure-testing restalls trouble

PROBLEM STATE				THE WAR ARE STORY	FUI	EL						COOL	LING	
MAKE & MODEL	YEAR			Carbi	uretor			Air	Fuel	Pump	Pressure	Th'stat	Fan	Cooling Cap.
		Make	Туре	Model No.	Float Level Height	Float Drop	Choke Type	Cleaner Type	Pressure Range	Vacuum Booster	Cap Rating†	Rating* (Deg.)	Belt Adjust- ment	(Incl. Heater) Qts.
Mercedes Benz continued 280 S/8, SE/8 Diesel	69 70 Specific	ations no	FICATION ot available	e from Mercedes-H	.787–.905 el) ABLE FROM MER Benz of Canada Ltd. & Convertible 11.0	10 300 series	s, 14.8.	11 220,	230 9.24, 2	220D, 9.42	2, 250, 8.71		33, 280SE	9.35 ¹² 9.5 ¹³ Sedan 0, 20.25.
	66 66 67 67 67 67 Basic po horn in Lbs. ter	verted; usion for vet .906(65-66 dry used belt.	8 Wet setting .453(P&S)	1.75± .038 .8809 11.484 Dry ¹² .375 Dry ¹⁵ 1 3/32 Dry by prefix and suffix by prefix and suffix to iniches) below top Wet setting, dry .49 c trans., 375 dry.	l float 1.094±. o machined surta l; w/4V, dry .53	.031, from ace of (17 31, wet	n gasket : 70, 200 C o 910, man.	surface of u	pper body	te top of	Roat, body	inverted	12 17 17 17 17 18 17 12.5 18 17

Cougar 289 V8 (2V, 4V)	1 Basic	Ford Ford part num	2&4B 4B aber only	95101 95101 . See tag on air when bowl is inv	.375 Dry² horn. ² 2V automa	_ tic, .531; all 4V,	Aut Aut 25/32 Dry	Dry Dry Por	4-6 4.5-6.5 unds tension	Yes No for used	12-15 12-15 l belt.	160 160	80-110 80-110) ⁸ 12.5) ⁸ 17
Meteor 240 6 Cyl. Meteor 352, 390 V8. Meteor 289 V8 (2V) Meteor 428 V8 (4V) Meteor 420 L16. Meteor 289 V8 (2V) Meteor 390 V8 (2V) Meteor 428 V8 (4V)	. 66 . 66 . 66 . 67 . 67 . 67 . 67	Ford Ford Ford Ford Ford Ford Ford Ford	SB 2B ¹³ 2B 4B SB 2B 2B 4B cused be ody, inve	9510° 9510° 9510° 9510° 9510° 9510° 9510° 9510° 9510° 9510° 9510° 12 Wet	Metal float 1.094 .625±.016 ¹² .491 .601 .602 .603 .603 .603 .603 .603 .603 .604 .603 .603 .603 .603 .603 .603 .603 .603	identification by	Aut	Dry Dry Dry Dry Dry Dry Dry Dry Dry Offs, wet	4-6 4-5-6.5 4-6 4-6 4-6 4.5-6.5 air horn tag setting .87		12-15 12-15 160 12-15 12-15 12-15 12-15 12-15 Rubber floa 2/.906±.0	160 160 160 160 160 160 160 160 t, 1.0 fro		17 12.5 17 11 12.5 17
428 V8 (4V) 390 V8 (2V) 410, 428 V8 (4V)	67 67 2 Lbs. t	ary dry .	2B 4B r used be 531, wet	.910; secondary	.484 Dry ⁶ 25/32 Dry 25/32 Dry art no. only. Complete dry .681, wet 1.060. S.	identification by	Aut Aut Aut prefix and	Dry Dry Dry suffix on a	4-6 4.5-6.5 4.5-6.5 air horn tag	No No No Au	12-15 12-15 12-15 utomatic tr	160 160 160 rans., .37	80-110 80-110 80-110	2 17
MG Magnette Series IV. Midget. MGB, 1100 Midget. MGB& CT	. 66 . 66 . 67–70 . 67–70	SU in test	2xSB 2xSB 2xSB 2xSB 2xSB 2xSB	HD4 HS2 HS46 HS2 HS4 3 Size of test bar	Preset 16-363 18-363 between float arm and	d bowl cover.	Man Man Man Man Man Use % in	OB Dry OB Dry Dry . round te	2.5-3 1.5-2.5 2.5-3 2-3 2.5-3.5 est bar unde	No No No — — r float for	4 4 4 7 ⁸ 7 ⁹ rk. ⁶ 11	175 175 182 180 165 00, HS2.	.5 .5 .5 .5	6.25 5 5.25 ⁷ 5 500, 3.12.
MORRIS 850, Cooper, Super Oxford VI, 1100	. 66	SU SU 16 in. dia	SB SB	HS2 HS2	2 2 DB; rad pressure cap, 4		Man Man ng cap., 4.3	Dry ⁴ Dry ⁴ 5, Cooper	2.5-3 , 3.63.	No No	74 74	175–18 1 7 5–18		2.54 5.754
All.	. 66 1 Also	Bing 7/26/7 or	SB 7/26/10	7/26/21		-	Man	ОВ	1.1-2.1	No	-	-/	-	-
CLDSMOBILE F-85, Jetstar 88 (330 V8). F-85 (250 L-6). F-85 (400 V8) and 425 V8 Dynamic 88, Delta 88. 250 IL.6. 330, 425 V8 (2 bbl. carb.). 330, 400, 425 V8 (4 bbl. carb.). 250 L6. 350, 400, 455 V8. 350 V8, 455 V8 (2 bbl.). 350, 400, 455 V8 (4 bbl.). 250L6. 350, 400, 455 V8 (2 bbl.). 350, 400, 455 V8 (4 bbl.). 350, 400, 455 V8 (4 bbl.).	66 66 66 67 67 67 68 68 69 70 70 70 70 70 70 70 70 70 70 70 70 70	Roch Roch Roch Roch Roch Roch Roch Roch	2B SB 4B 2B SB 2B 4B SB 2B ²¹ 2B 4B 5B 2B 4B 5B 2B 4B 5B 5B 5B 5B 5B 5B 5B 5B 5B 5	2GC ¹⁷ BV 4MV ¹⁸ 2GC BV 2GC 4MV MV 2GC ²¹ 2GC 4NV MV 2GC 4NO 4.5. 16 '66 Je 1 Dynamic 88, D	.75 1.281 .343 .75 1.281 .594 .25 343 ²² .563 ²¹ .562 .250 .125 .5625 .25 .tstar 88, 13.75, 17 elta 88, std. on all oth 0 V8. 455 V8, 13. 25; 13.75; 455 V8, interm	455 V8 Toronado	U.S. prod'	n, PF. 50 V8: 40	20 350; Ot 0 & 455 V8	els, option hers 13.7	5. 21 2		b., 4MV,	14, 2516 9 14, 5 14, 5 9, 75 13, 755 10 12 ²⁰ 12, 5 ²³ 12, 5 ²³

	1				FU	EL						COOL	ING	
MAKE & MODEL	YEAR	3	ı	Carb	uretor		Choke	Air	Fuel F	Pump	Pressure	Th'stat	Fan Belt	Cooling Cap.
		Make	Туре	Model No.	Float Level Height	Float Drop	Туре	Cleaner	Pressure Range	Vacuum Booster	Cap Rating†	Rating* (Deg.)	Adjust- ment‡	Heater) Qts.
	66 68-69 68-69 70				— Preset Preset .812° .812° ro-magnetic self-dise '70, 504, dry cartrid							171 167 167 167 4 Fuel in	 njection m	8 6.88 5.5 4.5 5.2 7 nodel, auto.
	66 66 66 67 67 67 67 67 67	o. 4131S 3D-4123S	4 '66 5, auto. 4	auto, 4112S: '67,	.2197 .2817 .219 .219 .31218 .250 .250 .312 .156 .109(P)/.234(S) .219 .31218 .BBS-4288S, auto., F				3.5-5 3.5-5 3.5-5 3.5-5 3.5-5 7-7 3.5-5 3.5-5 3.5-5 7-8.5 7-8.5	No N	14 ¹⁴ 14 14 14 16 16 16 16 16 16 16 16 7, 190.	180 ¹⁵ 180 180 180 180 180 190 180 180 180 180	.5 .5 .5 .5 .5 .5 .5 .5 .5 .5 .5	11 17.5 14.2 14.0 14.0 14.1 17.5 14.1 14.1 14.1 14.1 14.1
PONTIAC (Canadian models) 250 cu. in. L-6	66 66 66 66 67 67 67 68–70 68 69 70 70 70 70 77, 350 prim le	Roch Roch Car ⁵² Hol Hol Roch Roch Roch Roch Roch Roch Roch Roch	SB 2B 4B 4B SB SB 2B 4B 2B 4B 2B 4B 2B 5B 5B 2B 6B 5B	y, 4160, prim 170	.75 1.468 ³² 1.70(P)/.300(S) ³³ .350(P)/.450(S) ³³ 1.281 2.18 .75 .281 .343 ³⁴ .75 .281 .75 .281 .750 ³⁵ .250 .718			33 Final s	4.5-6.0 5.25-6.5 5.25-6.5 7.25-8.3 3-4.5 5-6.5 5-6.5 5-6.5 5-6.5 5-8.5 5-8.5 5-8.5 5-8.5 7.5-7 9 tension gagetting, sigh 70, 4-5.	5 — 5 — 5 — 6 No No No No Uuge readin	fuel bowl.		27 27 27 27 27 27 27 27 27 27 27 27 27 2	10 14.25 13.25 18.25 19.25 10 14.25 13.25 14.25 18.25 13.25 13.25 13.25 13.25 13.25

(U.S. modets) 389 V8. 389, 421 V8 (4 bbl. carb.) 421 V8 (4 bbl. carb.) 421 V8 (3x2 bbl. carb.) 400, 428 V8 (4 bbl. carb.) 400 V8 (2 bbl. carb.) 400, 428 V8.	66 66 66 67–68 67–68	Roch Car Car Roch Roch Roch Roch Roch O. SEE	2B 4B 4B 3x2B 4B 2B 2B ³⁰ TEMPE	2GC AFB AFB 2GC 4MV 2GC 2GV ³⁰ EST, ETC.	.1	594± .031 813± .031 ²⁴ 375± .031 594± .031 ²⁸ 188 ²⁸ 663± .03 5625 ³⁰		1.75 .719 .719 1.75 — 1.875 ²⁷ 1.75 ³⁰	Aut Aut Aut Aut Aut Aut Aut	OW ⁴ OW OW Dry PF ²⁸ PF ²⁷ Dry	5.25-6.7 5.25-6.7 5.25-6.7 5.25-6.7 5-6.5 5-6.5 5-6.5	5 —	14-17 14-17 14-17 14-17 14-17 14-17	190 190 190 190 190 190 190		16.25 16.25 16.25 16.25 17 ²⁹ 17 ²⁹ 15.0 ³¹
	4 W/3x2 27 '68, dr	bbl. carb	dry filte	²⁴ '66, 389, r. ²⁸ '68, h	, 421 V8 w leight . 125	/man. trans. 5, dry filter.	s.; 389 V8	w/auto. 16.75.	trans.; .25± 30 400 V8	: .031. ; 428 V8,	²⁵ Centre 4 bbl., 4M		at & rear . 31 400		V8, 14.25	j.
TEMPEST, FIREBIRD, GRAND I Tempest (326 V8, 4 bbl., GTO 389) Tempest (326 V8, 4 bbl., GTO 389) Tempest 230 6 Cyl Tempest 270 389 (3 carb.) Tempest 230 IL6 (1 bbl.). Tempest 230 IL6 (4 bbl.). Tempest 236, 400 V8 (2 bbl.). Tempest 326, 400 V8 (4 bbl.)	66 66 66 67 67 67 67 1 Autom	Roch Car Roch Roch Roch Roch Car atic trans		2GC AFB BV ¹¹ 2GV ¹³ BV 4MV 2GC AFB - 03. 9 '66 drop .718.	.32 1. .5 1.3 .2 .56 .37 6 326 V8,	94±.031 28±.031° 313±.031° 313±.03 19 63±.03 75±.031 auto. trans., rint option,		5 - 5 - 5± .031,	Aut	OWP OWP OWP PF PF PF PF w/std. trai	5.25-6.7 5.25-6.7 4.25-6.2 5.25-6.7 4-5.5 4-5.5 5-6.5 5-6.5 ns., level 2	5 — 5 — 5 — — — — — — 25± .031,	14-17 14-17 14-17 14-17 14-17 14-17 14-17 drop .718; evel .656.	190 190 190 190 190 190 190 190 389 V8	auto. tran	17 17 11.25 17 11.25 11.25 17 17 18. and
Firebird 230 IL6 (1 bbl.) Firebird 230 IL6 (4 bbl.) Firebird 326 V8 (2 bbl.) Firebird 326 V8 (4 bbl.) Firebird 400 V8	67 67 67 67	Roch Roch Roch Car Roch atic trans	SB 4B 2B 4B 4B 3313±	BV 4MV 2GC AFB 4MV	.2	63±.03 75±.031	1.87 1.87 .719	5	Aut Aut Aut Aut Aut	PF PF PF PF	4-5.5 4-5.5 5-6.5 5-6.5 5-6.5		14-17 14-17 14-17 14-17 14-17	190 190 190 190 190	= = = = = = = = = = = = = = = = = = = =	12.1 12.1 18.6 18.6 17.8
Tempest, Firebird 250 IL6 Tempest, Firebird 350, 400 V8 250 L6 350, 400 V8 (2 bbl.). 400, 455 V8 (4 bbl.).	68- 69 . 70 . 70 . 70 . 70 . 1 w/MT 4 '69, 10	5 '69	. 400 Ra	BV ^{1,8} 2GV ² MV 2GV 4MV ght .3125. um Air, 4 bbl. 4; 400 V8 Gr	.56 .22 .56 .22 2 Also 4B . 4MV. lev	5931,3 632,5 5 6257 81 3, 4MV, heigi vel . 25, 6 Tempest, Fi	'69, 400	'69, heigh Ram Air	15.25. 7	'70, 350;	4-5.5 5-6.5 4-5 5-6.5 5-6.5 bl., 2GV, . 400 2 bbl. c 14.25, G	. 6875.	8 '70, 350	Firebird	: 350 Tem	11.254 16.756 9.25 16.258 15.58
PORSCHE 911. 356C, 912 (1600SC). 911S. 912. 911T, 911L, 911S.	66–67 67 68–69 68–69 70			40PI-4 40PII-4 40IDS3C 40PII-4 40ID(4)3C, NNS NOT AV	/3C1 VAILABL				None None None None None	Dry Dry Dry Dry Dry A), S(S).	2.6-3.2		2 2 2 2 2 2 2 2	2 2 2 2 2 3-4.41;	.7 .7 .7 .7 .7 .7	2 2 2 2 2 11.8±3.
RENAULT Dauph., Gord., Carav., Estafette. Caravelle S-4, R8, R10 (exc. 1300). R4 R16 R8 Gordini R8S, R10 1300.	. 66–70 . 66–70 . 67–70 . 69–70	Sol Zen Sol Sol Web Web ¹⁵	SB SB SB SB 2x2B 2B ¹⁵	28IBT 34IGT ¹⁰ 22IDS ⁶ 35DISA 40DCDE 32DIR4 ¹⁵		1 1 1 —			Aut Aut Man Man Man Man	OB Dry Dry Dry OW Dry	2-2.5 2-711 2-5 2.5 2-5 2-5	No - No -	4 5,7 5,7 10,7 7	180 1848 1848 183 163 183	.39 .39 .39 .39 .39 .39	5 7.25 ¹² 4.25 5.75 ¹³ 7.5 6.25

(U.S. models)

		1			FU	EL						COOL	LING	
MAKE & MODEL	YEAR			Carb	uretor			Air	Fuel P	ump	Pressure	Th'stat	Fan	Cooling
MARKE & MOSEE	TEAK	Make	Туре	Model No.	Float Level Height	Float Drop	Choke Type	Cleaner Type	Pressure Range	Vacuum Booster	Cap Rating†	Rating* (Deg.)	Belt Adjust- ment	Cap. (Incl. Heater) Qts.
Renault continued														
RI2 RI6TA, TS.	70	Sol Web djustable. 0, 7.5.	SB 2B 5 Sec 14 Adju	32EISA2 32DIR8 ¹⁶ aled System. 6 ' stable. 15 '70, F	. 281 ¹⁶ 69-'70, 26DIS 5. 88S; R10, Sol., SB, 3	7 '69-'70, 7. 32DITA3: auto.	Man Man 8 '69-'70 choke.		2–5 2–5 10 32DISTA A: TS, 32DA				.39 70, 7.5. 70, TA: T	4.5 5.75 ¹⁷ S6.
ROVER														
3 litre	66-70 70 1 Between	SU SU SU en float c	SB SB ⁵ 2xSB hamber s	HD8 HS.6 HS6 pigot and float leve	. 43751 4.9 . 156 er. 25% in. test b	ear under fork.	Man Man Aut	OB Dry Dry . test bar	2-6 2-38 4-4.5 between floa	No _ at lid fac	47 15 e and float	5 168 1706 187 lever, lid	. 25 . 375 . 5 inverted.	11.25 8.5 7.6
SIMCA	5 TC mc	odel, twin	HD8 ca	rbs., float level . 43	75. 6 TC model a	and all '69-'70, 1	80F.	'67. TC,	7. 8 '69-	-'70, 2 ³ / ₄ -	41/4. 9'		000, .187,	TC, .312.
1000	69-70	Sol Sol 1204, sem	SB SB i-sealed s	32PBIC system, cap., 5.25.	=	=	Man Man	Dry Dry	2-2.7 2.8-4.2	No 2 —	4 71	176 170	7_0	4.8 51
SKODA														
1000 MB, 1100 MB	. 66–70	Jikov	SB	S2BST13	- 20	_	Aut	OW	_	-	_	176	.625	7
STUDEBAKER All 6 Cyl	66 66	Roch Roch	SB 2B	BV 2GV	1.281 1.359	1.75	Aut Aut	Dry Dry	3.5-4.5 5.25-6.	5 —	13 13	177 177	=	11.4 13.5
SUNBEAM														
Imp Mk. II. Tiger 260. 1725 Sedan, S/Wagon. Alpine V, Rapier V. Arrow, Alpine, Coupe.	65-67 66-67 66-68 67-70	Ford Zen Strom ¹³ Strom	2B SB 2xSB ¹³ SB	150CDS14	$ \begin{array}{c} .75 \pm .03^{\circ} \\ 1.275^{12} \\ .8^{12} \\ .61-65^{12} \end{array} $		Aut Aut Man Man Man	Dry Dry Dry Dry Dry	1.25-2 2.5-3 1.5-2 1.5-2 1.5-2	=	7 9 9 9	176 160 ⁹ 8 8 180	1.0 .5 ¹⁰ .5 .5	3.5 ² 12.5 6.25 6.25 5.75 ¹⁵
	² Alumir ⁸ Bellow ¹¹ Or 30	num engir	ne; use co 0; pellet ighest po	rrosion-inhibited co	oolant. ³ Wet set to 186-190 pellet type to main body face, ca	ting in inches be e. ⁹ Standard arbs., inverted.	Man clow top r l: winter u	Dry nachined use Rotun ier V, Solo	1.5-216 surface of m ida C2DZ-85 ex 2B, mode	nain body 575A. el B32 PA	9 10 90–110 AIS.	180 lbs. tensio	.5 on for used	7 belt.
THUNDERBIRD 390, 428 V8	67	Ford Ford	4B 4B	C6SF-9510A C7AF-9510-AH	7 25/32 Dry	= *	Aut Aut	Dry Dry	4-6 4.5-6.5		12-15 12-15	160 160	80-110 80-110 ⁴	17-25 17
390, 429 V8	69-70	ension for	TO FO	C8AF-B8 RD SPECIFICAT lt (used) between a 18.9 (19.2 w/AC),	Iternator and water-	-pump pulley.	Aut 7 Prima	Dry ary, dry	5–6 531, wet .91	No 0; second	12–15 dary dry .6	188-21: 81, wet 1		20.59
Crown, Deluxe, Custom. 700, 700 Deluxe. Land Cruiser, FJ40, FJ45, FJ55.	66-67	4	2B SB SB ⁷	DW-35 C5B SD40 ⁷	.511 .39 .288 ⁷	.94 .52 .499 ⁷	Aut Man Man	Dry Dry	2.8-4.3 2.8-4.3 3.4-4.8	No	5 2 7.1	175 2 175	.575 .5 .57	
Corona RT43	67–70		2B	DW30AA	. 3346	1.026	Aut	5	3.1-4.5		3-5.5	175	.255	2.5

WITTEK®

Sure-Tite UNI-TITE

STAINLESS STEEL ADJUSTABLE HOSE CLAMPS

- Patented One-Piece Housing of Stainless Steel
- Patented Contour Serrations
- Welded Assembly
- Cadmium-Plated Hardened Steel Screw
- Heavy Gauge Band of Stainless Steel

D.A. McNULTY & CO. LIMITED TORONTO 550, CANADA

For ³/₄" I.D. heater hose. ▲ For larger size radiator hose.
 Other popular sizes.





Fits I.D		Fits Hose or Lines	Clamp D		Clamp
from	to		Min.	Max.	No.
3/8"	1/2"	Air . Air-Line , Fuel '	7/16"	25/32"	6H
3/8"	5%"		1/2"	29/32"	8H
3/8"	%"	Heater	%16"	11/16"	10H
5/8"	34"	Heater and Air Brake	11/16"	1¼"	12H
3/4"	1"	Vacuum	13/16"	1½"	16H
1"	1¼"	Vacuum and Booster Brake	13/16"	1¾"	20H
11/4"	11/2"		11/16"	2"	24H
11/4"	1¾"	Car Radiator	15/16"	21/4"	28H
11/2"	2"	Larger Size Radiator	1%6"	21/2"	32H
1¾"	21/4"	Truck Radiator and Gas Tank	113/16"	2¾"	36H
2"	21/2"		21/16"	3"	40H
21/4"	23/4"	Truck and Tractor	25/16"	31/4"	44H
2½"	3"		2%6"	3½"	48H
3"	31/4"	Air Vent	213/16"	3¾"	52H
3¼"	3½"		31/16"	4"	56H
31/4"	3½"	Air Vent	35/16"	41/4"	60H
3½"	4"		3%6"	4½"	64H

•	Narrow Band	7/32''	5/8"	U5
•	Narrow Band	7/32''	1''	U8

	1	1			FU	EL						COOL	LING	
MAKE & MODEL	YEAR			Carbi	uretor			Air	Fuel F	ump	Pressure	Th'stat	Fan	Cooling Cap.
		Make	Туре	Model No.	Float Level Height	Float Drop	Choke Type	Cleaner Type	Pressure Range	Vacuum Booster	Cap Rating†	Rating* (Deg.)	Belt Adjust- ment‡	(Incl. Heater; Qts.
Toyota continued Crown	. 67-70 . 69-70 1 Use sign	4 4 ght glass	2B 2B 2B level line. 0200, leve	7B1 7H9 — 2 Air cooled. el .787, drop .315.	.38 .256 .370 ² Oil bath or dry p	.91 1.89 paper. 4 Aisa	Aut Man Aut n. ⁵ F	Dry Dry Dry Replaceab	2.8-4.2 3-4.5 2.8-4.3 le felt eleme	No 3 —	12–14 7 12 From top of	180 180 180 f main boo	.6 .6 .5 dy.	9.2 4.0 7.5
TRIUMPH Herald 1200 . Spitfire . Sports Six . 2000 . TR4, TR4A . 1300, GT6 . Spitfire III . GT6+, TR6 .	. 66–67 . 66 . 66–68 . 67–68 . 67–68 . 69–70 . 69–70	SU Sol ⁸ Strom Strom ⁷ Strom SU ¹⁰ Strom	1SB 2xSB 2xSB 2xSB 2xSB 2xSB SB 2SB ¹⁰ 2SB 75CDSE.	B30PSE1 HS2 32PIH 1.5CD 175CD 1.50CD HS210 150CDSE1 2 GT6+; R6 8	— — 9/16 .563 23/32 — 16 mm, k late Spitfire III, 13		Man Man Man Man Man Man Man Man TR6 5 . 5.	Dry Dry	1.5-2. 1.5-2. 1.5-2. 1.5-2. 1.5-2. 1.5-2. 1.5-2. 1.5-2.	5 No 5 No 5 No 5 No 5 —	6.2-7.2 6.2-7.2 7 7.5 4 7 7 ² 7 ² H6. 8'6		.5 .5 .5 .5 .5 .5 .5	4.75 4.75 7.5 6.75 76 31/89 4.75 6.53 GT6, 5.25
VALIANT and BARRACUDA 170, 225 6 Cyl 273 V8 170, 225 IL.6. 273 V8. 383 V8.	66 67 67 68–70 4 170 eng	g.; 225, 1 289S; 225	0.5. 5 man. tra	'66, 170 eng., BBS	.250 .250 .250 .250 .219 TIONS. .4107S, auto. 4108S, 5 auto. trans., BBS-		Aut Aut Aut Aut Aut auto. 41	Dry Dry Dry Dry Dry Dry BBD-41	4-5 6-7.5 3.5-5 5-7 3.5-5 W/auto. 4	No No No No No 114S. Auto. tra	14 14 16 16 16 16 8 170 auto. .ns., AFB-4	180 180 190 180 180 180 trans.,	.5 .5 .5 .5 .5	10 ⁴ 14 10 ⁴ ,12 14 ¹¹ 14.1
VAUXHALL Victor, Envoy. Viva, Epic Viva, Epic Viva, Epic Viva, Epic HB 22 engine. Viva, Epic HB 23 engine. Viva, Epic, HB 23 engine. Viva, Epic, 70.7. Viva, Epic, 70.7. Viva, Epic, Victor Envoy². 70.7 cu. in 97. 5, 120.5 cu. in	. 66 67 67 68 68 68 69 70 70 1 W/8.5 7 At 3 to	Zen Zen Zen Zen C.R.; w/ o 5 lbs. lo retor inve	erted & ne	At 9 lb. load. eedle valve on seati CD-SET. 16 '70,	.703	PSEI-6. 10 F float should be	loat reme	oved.	2.5-3.5 2.5-3.5 2.5-3.5 2.5-3.5 2.5-3.5 2.5-3.5 2.5-3.5 2.6-3.5 2.6-3.5 2.6-3.5 2.6-3.5 2.6-3.5 2.6-3.5 2.6-3.5 2.6-3.5 2.6-3.5 2.6-3.5 2.6-3.5	or 97.5 ct	m float to	cover gash	, 150CD-	6 5.5 6.62 4.87 5 6.7 6 8.4 5.1 7
VOLKSWAGEN 1200, 1300 Sedan ⁵ , Karman Ghia 1500, 1600 Sedan, Karman Ghia		Sol Sol	SB SB	28PICT ⁴ 32PHN-1 ⁴	= 1	Ξ	Man ¹ Aut	OB OB	2.6 4.3 ⁷	No No	Ξ	=	.6	

1500 beetle	67-68		SB	30PICT4	-	-	Aut	OB		No	-		.6	-
1600 Sedan, S/Wagon	69–70	Bosch Sol	SB	28PICT-2			Aut	OB OB	28-568 2 5-3 5			7	.6	
1200	70			noke, 1300, 30PICT.	4 '68 '60 1	200 28PICT-2, 150	Aut			T. 2. '7	0 1600 321	PICT 3	5 '66 on	der
		injection.		2.5–3.5. 8 '70, 28.	00-02, 1.	200 201 101-2, 130	o Dedan e	x rearman	Gilla 301 1	J1-2, 1	0, 1000, 521	101-5.	00 01	.,.
B18D Engines	. 66–68	SU	2xSB	HS6	_		Man	Dry	1.5-2.5	No	3-4	170	.5	8
130, 140, 1800 ² , 142, 144, 145	69-70		2xSB1			_	Man	Dry	1.5-3.5	_	10	180	.375	8
164	. 69-70		2xSB	175CDE	_		Man	Dry	2.5-3.5	-	10	180	.375	11
P1800E	. 70	Bosch	4	4	-		- 1	Dry	28	, -,	10	180	. 43	8
	1 130, 1	800; 140 Z	en 2xSB	175CDE; '70 140 series,	175CDE.	² 130, 140, 1800	1'69 only.	3 70,	@ 12-16 lb	. load.	1	Fuel injec	tion.	
WOLSELEY														
6/110	. 66	SU	2xSB	HS4	1	_	Man	OB	2.5-3	-	4	1	.5	10
	1 Use 7	6 in. round	test bar	. 3 158 or 180.										

See key to abbreviations on page 115.

TRANSMISSION AND CLUTCH

				1	RANSMISS	SION						CI	LUTCH		
MAKE & MODEL	YEAR		No. of Forw	ard Speeds	Lubric	ation		Automati	ic		Pressure	Fac	eing		Pedal
MAKE & MODEL	ILAK	Туре	Standard	Optional	Cap. (Pints)	Change Interval (miles)	Push Start Instrs.	Towing Precau- tions	Conv. Cooling	Make	Springs No. & Type	Outside Dia.	Inside Dia.	Actu- ation	Free Travel
DIAN and BEAUMONT						Y. C.			W.C						
erglide		A	2	18.19	3.5	240004	,	3	WC	_	D.	0 1210	- 1210	<u> </u>	
230, 250 6 Cyl., 283 V8		M	3	23	1.75 ^{12,21} 1.75 ¹²	1,4				Own Own	Dia. Dia.	9.12 ¹⁰ 10.4 ¹³	6.12 ¹⁰ 6.5	Li. Li.	1-1.5 1-1.5 ¹⁴
350 V8 (3-speed)		M	3	20	2.7512	1				Own	Dia.	10.4	6.5	Li. Li.	1-1.5
V8, (4-speed)		M	4		2	1				Own	Dia.	10.4	6.5	Li.	1-1.5
oo-Hydramatic	67-69	A	3		6.75	240004	7	3	WC	_	_	_	_		
V8 (3-speed)	67	M	3		1.75	1		_		Own	Dia.	11	6.5	Li.	1-1.5
V8 (4-speed)	67-68	M	4	_	212	1	_	_	_	Own	Dia.	10.413	6.5	Li.	1-1.514
V8 (4-speed)	67-68	M	4	_	212	1	-	_	-	Own	Dia.	11	6.5	Li.	1-1.515
327 V8, (3-speed)		M	3		2.521	1	_	-	_	Own	Dia.	10.3416	6.5	Li.	1-1.125
V8 (4-speed)	68-69	M	4	19,20 18,19,20	2.5	1,4	_			Own	Dia.	10.34	6.5	Li.	1-1.125
V8	68-69	M	4	21	2.5	1.4	T			Own	Dia.	$\frac{11.0^{22}}{11.0}$	6.5	Li. Li.	1-1.125
V8 (3-speed)	68-69	M M	325	24,25,26	24,25,26,28	1.4				Own	Dia.	9.12	6.12	Li.	1-1.25
V8.		M	3	25,26	25,26,28	1,4				Own	Dia.	10.0	6.5	Li.	1-1.25
V8 2 bbl		M	3	25,26,27	25,26,27,28	1,4	_	_	_	Own	Dia.	10.34	6.5	Li.	1-1.5
V8 4 bbl.	70	M	4	25,26	25,26,28	1,4	_	_	WC	Own	Dia.	11	6.5	Li.	1-1.125
		ster batt		3 V8, OD 10.	t rear end on 0, ID 6.5. Beaumont 1	12 '68-'69	9, 2.5.	13 '68, 10	0.34.	24000 no 14 '68, 1- 2 A/T,	-1.5.	ation; for H		n, 12,000. 9, A/T, 4	
	21 '69. 2 /	/T. 3 A	/T 5 pts.: Tu	rbo Hydrama ap. 15 pts.	tic 6.75: 3 N	1/T. 4 M/	Г 2.5.	22 '69, 3	50 V8, 300) hp; 30	0 V8 255 F		34. 23 '6	9, 3 M/T	HD.

A—Automatic. AC—Air cooled. Aub—Auburn. AW—Air and water cooled. BB—Borg and Beck. Cab—Cable. Co—Coil. Dai—Daikin. Dia—Diaphragm. Fer—Ferodo. FS—Fichtel and Sachs. Hyd—Hydraulic. Lay—Laycock. Li—Linkage. M—Manual. OC—Oil cooled. WC—Water cooled.

					TRANSMIS	SION						CI	LUTCH		
MAKE & MODEL	YEAR		No. of Forw	ard Speeds	Lubrio	cation		Automati	ic		Pressure	Fac	eing		Pedal
WAKE & WODEL	TEAR	Туре	Standard	Optional	Cap. (Pints)	Change Interval (miles)	Push Start Instrs.	Towing Precau- tions	Conv. Cooling	Make	Springs No. & Type	Outside Dia.	Inside Dia.	Actu- ation	Free Travel
AMERICAN MOTORS All 6 Cyl. OHV. Rebel & Classic V8, 232 6 Cyl. 20. Ambassador V820. All V8s W/Auto. Trans. 20. 199, 232 IL.6; 290 V822 automatic. 343 V8 automatic. American 290, all 343 V8. All 290 V8 except American. All 6 Cyl. except American. American 6 Cyl. American 232 Manual. 290 V8 2 bbl. 290, 343, 390 V8 4 bbl. 343, 390, V8 4 bbl. 199, 232. 304, 360, 390 V8. 304, 360, 390 V8.	. 66 . 66 . 66-70 . 67-69 . 67 . 67 . 67-69 . 68-69 . 68-69 . 68-69 . 70 . 70	M1 M1 M1 A A A A M M M M M M M M M M M M	3 3 3 3 3 4 3 3 3 3 3 4 3 3 3 3 3 3 3 3	1 1 1 	390 V 2.1 2.1 2.5 ²³	100006, 13 100006, 13 100006, 13 100006, 13 1500013 13 13 13 13 13 13 15 COR 1967 SI 18 18 18 19 19 19 19 19 19 19 19 19 19 19 19 19	7 7 7 7 ——————————————————————————————	_	WC	BB BB BB BB BB BB BB BB BB BB	6-Co. 6-Co. ¹⁹ 6-Co. 9-Co. 9-Co. Dia. 6-Co. 6-Co.	9.13 10.0 ¹⁹ 10.5 — 10.5 ¹⁶ 10 9.5 9.13 9.13	6.13 6.75 ¹⁹ 6.5 — 6.75 6.75 6.75 6.13 6.13	Li. Li. Li. Li. Li. Li. Li. Cable Li. Li. Li. Li. traight mi	.575 .575!9 .575 .1 .1 .None
AUSTIN	gear oil 1	equired self adj	7 Use bo	oster battery. D 9.5, ID 6,	8 Lift re	ar wheels or	disconn	ect drives	haft.	13 No pe	riodic cha . built).	nge req'd. 21 Autom	14 290 V8.	WC. Not '70.	³ 290 V8, 10.
Austin-Healey 3000. 850. Austin-Healey Sprite. Cooper. Super 850. A60 Cambridge. A110 Westminster. 1800. Austin-Healey 3000. Austin-Healey 3000. Mini, 1100, America Mini Cooper & Cooper S. 1100, America, Auto.	66 68 66 66 66 66-67 67 67 67 68-70 68-69 68-70	M1 M M M M M1 M12 M M1 M12 M M1 M12 M	4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4	1	5 8 57 2.25 8.57 8.57 4.5 10.25 6.25 5.517 8.57.28 8.57	6000 3000 6000 3000 3000 3000 14, 16 3000 14 14,16 3000 3000 3000 3000	10 10	4 4 — 20	AC AC AC AC AC	BB Own BB Own Own BB BB BB BB BB BB	12-Co. 6-Co. 6-Co. 6-Co. 6-Co. 6-Co. Dia. 15 Dia. Dia. Dia.	10.0 7.25 6.25 ¹³ 7.125 7.125 8 	5. 25 5. 25 5. 25 5. 25 	Hyd. Hyd. Hyd. Hyd. Hyd. Hyd. Hyd. Hyd.	.125 .1258 .1258 .1259 .1259 .125 .125 .125 .125 .125 .125 .125
BMW	⁸ Plus .04 ¹³ Auto. tr ¹⁵ '66, 6-C	5 in. bet ans. opt	ween clutch l ional. 12 (Automatic, 2	ever and adju	sting bolt. , manual 3-s utomatic, 11	9 Plus .0	60 clears	overdrive	tch retur	n stop.	10 Push	in neutral	to 25 mph, nge not req ne. 19 P	select L. 'd. ush to on, 3 A/T	, cap. 8.
1800, 1800 TI	66-68	M	4	_	2.2	4000	-	-	_	FS	_	7 9	5.1	Hyd.	.7998
BUICK 225 V6; 300, 340 V8 (2 speed) Super Turbine 400. Skylark Gran Sport, Wildcat. 225 V6 (3-speed)	66	A A M M	2 3 3 3 3 3	<u>-</u> <u>4</u>	15.75 ¹⁶ 19.2 2.875 ¹⁸ 3	1 1 1 1	9 9	8 8 —	WC WC —	— — Own	Dia.	_ 11.0 9.12		_ Li. Li.	

300, 340, 350, 400 V8. CS 400 V8. 340, 400, 430 V8 (3-speed). 250 L6 350, 400, 430 V8 HD (3-speed). 350 V8. 455 V8. Electra, Custom, Riviera (455 V8).	67 M 67–68 A 68–70 M 68 M 70 M 70 M 70 M	3 4 3 3 3 3 3 3 3 3 3 3	22 20 21 3 A/T 3 A/T24	3 2.517 19.2516 320 3 323 323 323 4.25	1 1 1 1 1 1 1	9	8 	WC WC WC	Own BB BB BB BB	Dia. Dia. Dia. Dia. Dia. Dia.	10.4 ¹⁵ 11 9.12 11.0 ¹⁹ 10.4 11.0	6.5 6.5 6.12 6.5 6.5	Li. Li. Li. Li. Li. Li.	.63-75 ¹⁸ .6375 .625875 .625875 .625875 .625875
CADILLAG	¹ M/T, no period 13 4-speed trans 3-speed, 5. 12,000; WC. 400 Hydrama	odic change neces: ., 2.20, 1.64, 1.3 ., 2.7 '68, 3.0	1, cap. 2 pts. 8 '68 625-8	14 24,00 19 3	00 miles; Fo	r HD op	eration, 1	2,000.	15 400 V8 25: '70, 2	B, 11. A/T. car	9 Boos 16 Complet 2.5; chan 4-speed M	e overhaul ge 24,000.	refill, 2-sp HD operat	peed, 4.25;
	9 '67. 6 pints re	3 fill, 5.75. 3 D fill, dry 18.5; Eld emoved 6.75 exce	lorado, add 3	pt. 10 '6	oattery.	. except	neutral. 693, pan r	emoved.	Dry 20;	693, pan	removed 19	operation, dry 21.5.	12000. '69, dry 2	— 0; pan
CHECKER All-Auto. Trans. 230 6 Cyl., 283 V8 (Std. Trans.) All (3-speed manual) All (3-speed automatic)	66 M 67–69 M ⁷ 67–70 A	3 ² 3 3	41	16 2.17 2.6 19	15000 15000 15000		= -	AW AW AW	Aub. BB ⁸ BB	_	11 115	6.5 6.5 ⁶	M M —	- 1-1.3 1-1.375
CHEVROLET Corvair All Powerglide	Optional over Rear wheels	drive. ² Dual r off ground or drive	ange torque co eshaft disconr	onverter winected.	th planetary 5 '68, 10. 240007	y gears; s 6 '68, 6	single or d	ua! range 69, 6 cyl	optional. only.	8 '69, Cl	tral to 25–30 nevrolet.	0 mph, turr —	on ignition	on, select D.
Corvair All 4 speed trans. Corvair All 4 speed trans.	66-69 M	hange. 4 With	key on, enga	3.25 ¹¹ 3 age L at 20-	4,12 4 -25 mph., w	hen eng	starts mo	ove to D.	Own Own Tow in I	Dia. Dia. Nat less 3.75; ch	8.06 8.06 than 50 mp ange 24,000	6.0 6.0 h. ⁶ W.	Mech. /140 & 180	.75-1.25 .75-1.25) hp. eng., 00.
Turbo Hydramatic	66-67 A 66-67 A 66-67 M 66-67 M 66-67 M	3 2 3 3 4 hange. ² Norr 10.0, ID 6.5; 32	nal operation.	6.75 3.5 1.75 1.75 2 For HD 6	24000 ² 24000 ² 1 1 1 pp'n. 12000.	10 10 — — —	II II ————————————————————————————————	WC WC	Own Own	Dia.	9.12 ²⁶ 11.0	- 6.12 ²⁶ 6.5 6.5	Li.	
All ¹	68 SEI 427 V8 3 & 4	E CHEVELLE speed; As for 396	968 SPECIF	ICATION				WC	Own	D:	9.12	6.12	Li.	1-1.54
230, 250 6 Cyl 302 V8. 307, 327 V8. 350 V8. 396, 427 V8.	. 69 M . 69 M . 69 M	3 3 3 3 HD	11 11,12,13 11,12,13 13,14	2.5 ³ 2.5 2.5 ⁸ 2.5 ⁹ 2.5 ¹⁰	6,7 6,7 6,7 2, 3 A/T; C			WC WC WC	Own Own Own Own	Dia. Dia. Dia. Dia. Dia.	11.0 10.34 11.0 ¹ 11.0 de & Torqu	6.5 6.5 6.5 6.5	Li. Li. Li. Li.	1-1.25 1-1.5 ⁴ 1-1.5 ^{4,5} 1-1.5 ^{4,5}
	6.75. 4 C	np.; 350 225 hp., hevrolet; Chevellomal operation 24, 5.5, Turbo Hydra	1.125-1.75;	Chevy No	va & Cama	ro 1-1.2	5. 5 C	orvette s	td. 1.25-2	; Heavy	duty 2-2.5. 8 w/Hydra- 14 3M/TH	6 M/T Matic 6.7	, no period	dic change.
250 L-6, 350 V8 (250 hp)	. 70 M . 70 A . 70 A	3 21 32 2 Turbo Hyd	2 AT ^{1,5} 3 ² ra-Matic.	2.53 3 3 M/T; Po	4 4 wer Glide 1	Ξ	=	WC WC	Own Own	Dia. Dia.	9.12 10.34 	6.12 6.50 required.	Li. Li. A/T 24,00	1-1.5 1-1.5 — 0 miles,
A—Automatic. AC—Air cooled. Fer—Ferodo. FS—Fichtel and S	in HD operate Aub—Aubu achs. Hyd—	tion, 12,000. 5	3 A/T, Turb	o Hydra-M	latic B—Borg an	d Beck	Cab-	Cable	Co-Co	il Da	ai—Daikin. ater cooled	Dia—I	Diaphragm	•

					TRANSMI	SSION						CI	LUTCH		
MAKE & MODEL	YEAR		No. of For	ward Speeds	Lubri	cation		Automati	c		Pressure	Fac	ing	10000	544
	TEAR	Туре	Standard	Optional	Cap. (Pints)	Change Interval (miles)	Push Start Instrs.	Towing Precau- tions	Conv. Cooling	Make	Springs No. & Type	Outside Dia.	Inside Dia.	Actu- ation	Pedal Free Travel
Chevrolet continued															
Chevy II Powerglide. Chevy II, 4, 6 Cyl., 283, 307 V8. Chevy II 327 V8 (3-speed). Chevy II 283, 327 V8 (4-speed).	66-68 66-67 66-67	A M M M	2 3 3 4	=	2.5 ¹⁸ 1.75 1.75	7 14 14 14	4	3 	_	Own Own Own	Dia. Dia. Dia.	9.1 ¹⁵ 10.4 10.4	 6.1 ¹⁵ 6.5 6.5	— Li. Li. Li.	
307 V8 (4-speed) 327, 350 V8 (3-speed) 327 V8 (4-speed) 350 V8 (3-speed HD) 350 V8 (4-speed)	68 68 68 68	M M M M	3 4 3 4		2.5 2.5 2.5 2.5 2.5	14 14 14 14 14			=	Own Own Own Own	Dia. Dia. Dia. Dia. Dia.	10.34 10.34 10.34 11.0	6.5 6.5 6.5 6.5	Li. Li. Li. Li. Li.	1-1.125 1-1.125 1-1.125 1-1.12
Nova 230, 260 L6 Nova 307 V8 Nova 350 V8 250, 300 hp	70 70 1 '70, Pow	M M M er Glide	3 3 3 3 cap. 15.	VROLET SP. 2 A/T ¹ ,5 2 A/T ¹ 2 A/T ¹ ² '70, Turbo I	1,2,5,6 1,2,6 1,2,6 1,2,6 1vdra-Matie	7 7 7 c cap. 350, 1	4 4 6.5 400	5 5 5 0 18.5.	WC WC WC	Own Own Own	Dia. Dia. Dia.	9.12 10.34 11.0	6.12 6.50 6.50	Li. Li. Li.	1-1.125 1-1.125 1-1.125
	5 '70, Toro 15 pts., '	que Driv V8 eng.,	re, cap. 15. 16.75 pts.	6 '70, 3, 4 N 14 Not requ	1/T cap. 2.	5. ⁷ M/T 283, 307 V8,	not rec	mired. A	T. 24 000	miles;	12,000 in 1	HD operation		otal refill,	L-6 eng.,
Monte Carlo 350 V8 250 hp. Monte Carlo 350 V8 300 hp. Monte Carlo 400 V8 265 hp. 402 V8 330 hp Monte Carlo 454 V8 360 hp.	70 70 70	M M M	3 4 4 3 A/T ²	2 A/T ¹ 2 A/T ¹ 3 A/T ²	1,2,5 1,2,5 2,5 2	6 6 6	Ξ	Ξ	WC WC	Own Own Own	Dia. Dia. Dia.	10.34 10.34 11.0	6.50 6.50 6.50	Li. Li. Li.	1.125-1.75 1.125-1.75 1.125-1.75
	1 '70 Powe	r Glide,	cap. 15.	² '70 Turbo H HD operation	ydra-Matic,	cap. 350, 16	5.5, 400,	18.5.	4 '70, 4 N	1/T.	5 '70, 3, 4	M/T cap.	2.5. 6'	70 M/T n	not required;
Chevelle, All W/P'Glide. Chevelle 194, 230 6 Cyl., 283 V8 Chevelle 327, 396 V8 (3-speed). Chevelle 283, 327, 396 V8 (4-speed). Chevelle 327 V8 (3-speed). Chevelle 327 V8 (3-speed). Chevelle 380 V8 (3-speed). Chevelle 283 V8 (4-speed). Chevelle 396 V8 (4-speed). Chevelle 397 V8 (4-speed). Chevelle 327 V8 (4-speed). Chevelle (Turbo-Hydramatic).	66–68 66 66 66 67 67 67 67 67	A M M M M M M M M	3 3 4 4 3 3 4 4 4 4 4 4 4 4 4 4 4 4 4 4		3.5 1.75 1.75 2 1.75 1.75 1.75 1.75 2 2 212	24000 ⁵ 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	3	10		Own Own Own Own Own Own Own Own Own	Dia. Dia. Dia. Dia. Dia. Dia. Dia. Dia.	9.12 ⁷ 10.4 ⁹ 10.4 ⁹ 10 ¹¹ 10.4 11 10.4 11 10.4 ¹³	6.12 ⁷ 6.5 6.5 6.5 6.1 6.5 6.5 6.5 6.5 6.5	— Li. Li. Li. Li. Li. Li. Li.	
230, 250 L6. 307, 327 V8 (3-speed) 307 V8 (4-speed). 396 V8 (HD 3-speed). 396 V8 (4-speed).	68 68 68	M M M M	3 3 4 3 4 R TO CHE	- - - - VROLET SPE	6.75 2.5 .5 2.5 2.5 2.5 ECIFICATI	24000 ⁵ 1 1 1 1 1 ONS ABOV	- - - - -			Own Own Own Own Own	Dia. Dia. Dia. Dia. Dia.	9.12 10.0 10.34 11.0	6.12 6.5 6.5 6.5 6.5	Li. Li. Li. Li. Li.	1.125-1.75 1.125-1.75 1.125-1.75 1.125-1.75 1.125-1.75 1.125-1.75
	70 70 1 M/T not 9 396 V8, 0 15 '70, Pow	M M require DD 11. er Glide	3 4 d. ³ Use l	4 M/T ¹⁷ 2 A/T ¹⁵ ,20 booster battery	15,16,18 15,16,18 7. 5 2400 nnect drives Hydra-Mat	1,5 1,5 0 in normal	operatio HD clute	h 283 1/8	WC op'n. 12	12 '	68 7 5	9. 12 ¹⁹ 11. 0 ¹⁹ 1D 10.0, 0 13 '68, 10. 18 '70, 3, 4	34. 14	Li. Li. 268, 1.125- 2.5, 19	1.125–1.75 1.125–1.75 -1.75, '70, 307 V8,
Camaro 6-Cyl. (3-speed)	67-68	M M	3 4	=	1.756	1 1	=	=		Own Own	Dia. Dia.	9.12 9.12	6.12 6.12	Li. Li.	1-1.57 1-1.5

Camaro 327 V8 (3-speed,	67-68	M	3		1.756	1	-		-	Own	Dia.	10.42	6.5	Li.	1-1.57
Camaro 327 V8 (4-speed)		M	4		26	1	_			Own Own	Dia. Dia.	10.4	6.5	Li Li.	1-1.5 ⁷ 1-1.5 ⁷
Camaro 350, 396 V8 (3-speed)		M M	3		1.75 ⁶	1				Own	Dia.	ii	6.5	Li.	1-1.57
Camaro (Powerglide)		A	2		3.5	240003	4	5	WC	_	_		-	_	
Califaro (1 owerginde)	69		TO CHEVE	ROLET SPE	CIFICATI	ONS ABO	OVE.								
250 L6.	70	M	3	2 A/T8.9	8,9,10,11	12		_	WC	Own	Dia.	9.12	6.12	Li.	1.125-1.75
307 V8, 350 V8 (250, 300 hp)	. 70	M	313	2 A/T8	8,10,11	12	-	_	WC	Own	Dia.	10.34	6.5	Li.	1.125-1.75
350 V8 (320 hp), 402 V8	. 70	M	3	3 A/T10	10,14	12	2000		WC	Own	Dia.	11.0	6.5	Li.	1,125-1.75 6'68, 2.5.
	1 Not req			clutch, 11. ide cap. 15.	° HD op	eration; I	2000.	10 '70 T	Curbo Hy	dra Matic	cap 350	nd or disco	nnect drive	70 3 4 M	I/T cap. 2.5.
	7 '68, 1-1 12 '70 M	T not requi	ired A/T	24,000 miles	· HD operat	ion. 12.00	0. 13 '	70. 350 V	8 (320 hp), 402 V8	only, HD	. 14 '70.	3. 4 M/T	cap. 3.	, r cap. 2.5.
C (B 1:1)		A	2	21,000 1111100	3.5	1011, 12,00			WC	AC11	_		_		
Corvette (Powerglide)		M	3		1.7515	19		_	_	Own	Dia.	10.08	6.5	Li.	.75-1.017
Corvette 327, 427 V8 (4-speed)		M	4		215	19	-	_	_	Own	Dia.	10.014,16	6.5	Li.	.75-1.017
427 V8 (4-speed close ratio)	. 68	M	4	-	2.5	19	-	-	WC	Own	Dia.	11.0	6.5	Li.	1.25-2.0
Turbo-Hydramatic	. 68	A DEFED	TO CHEVI	ROLET SPI	6.75	ONIS AD	OVE		wc	-					
350 V8 (300 hp)		M	3	4 M/T	2.5 ¹⁸	19 AD	JVL.		WC	Own	Dia.	11.0	6.5	Li.	1.25-2.0
350 V8 (350, 370 hp), 454 V8	70	M	420	3 A/T18	2.518	19	-	_	WC	Own	Dia.	11.0	6.5	Li.	1.25-2.0
330 (0 (330, 370 hp), 131 (0111111111111111111111111111111111	8 '67 11.	'68 10 34	14 '66, 4	27 V8, 10.5	; '67, 11.	¹⁵ '68, 2.	5. 16 '	68, 10.34;	; 427 V8,	OD 11.0.	17 '68	1.25-2.0.			lra-Matic.
	cap. 350), 10.5, 400,	18.5.	9 M/ Γ , not	required. A	T, 24000	miles; HI	Operation	on, 12000	. 20 70	, 350 V8	(350, 370 h	p) 4 M/1 d	only.	
CHRYSLER															
All (W/Auto, Trans.)		A	3	_	152	1	9		WC	-	_		-	-	-
	1 No char	nge req'd.	2 '68-'69,	15.5 pts.; "	70, 15.75.	⁹ Do no	t push sta	rt—use b	ooster ba	ttery.	10 Rear er	nd lift and o	carry.		
CITROEN															
IDS19A and SW, DS21 and SW	. 66-67	M ¹	42		3.5	12000	-	-	-	Fer	9-Co.	9.06	5.56	Cable ¹	1
ID19	. 66	M	42	_	3.5	12000	_	-	_	Fer	9-Co.	8.5	5.56	Cable	
D19A	. 67	M	42 42		3.5	12000 12000		No		Fer Fer	9-Co. 9-Co.	9.06 9.06	5.56 5.56	Cable Cable ³	
All	. 68-70	M¹		trol; except			drive four		3 '69 1	D19b '70	D Specia	l; others hy	vd.	Cable	
	* Automa	tic nydrauli	clutch con	itroi, except	07 10 176.	Over	arre rour	cii gcar.	.,,,	2,75, 70	, z specie	.,			
1300 & S/Wagon	66-67	M	4	_	4	20000	_	_	_	Nissan	9-Co.	7.87	5.12	Hyd.	.5
Datsun L-510S & S/Wagon	68-69	A	4	3	3.2	30000	_	_	_	Nissan	Dia.	7.87	5.12	Hyd.	1
13006, 1600 & S/Wagon	. 68–70	M	4	_	3.2	30000	5	3		Nissan	Dia.	7.87	5.12	Hyd.	1
1600 & S/Wagon	. 68–70	A	3	<u>-</u>	14.8	7	5	2	WC	Nissan	Dia.	7.87	5.12	Hvd.	.68
1600, 2000 Sports	. 66-70	M	4	5 ¹	4.6 ² 1.75	30000 30000				Nissan	Dia.	6.30	4.33	Hyd.	6-8
1000	70	M M	4	_	2.6	30000	_	_	_	Nissan	Dia.	7.09	4.92	Hyd.	1.2
240Z Sports.	70	M	4		3.2	30000	_	_	-	Nissan	Dia.	8.86	5.90	Hyd.	1.0
	1 2000 Sp	orts only.	2 1600; 20	000, 4.7.	3 Lift rear.	5 Use	booster b	attery on	ly. 6'	68 only.	7 Check	level every	3000 mile	S.	
DODGE										DD	0.0	0.12	6 12	1.	1.01
225IL6		M	3	_	16.513	1	3	9	WC	BB	9-Co.	9.12	6.12	Li.	1.01
All W/TorqueFlite		A M	3		3.75	4		_	wc _	BB	9-Co.	10.0	6.75	Li.	.156
BD2, CD2 (313, 318 V8)		M	3		5.011	4	_	_	_	BB	6-Co.	9.125	6.1214	Li.	. 156
273 V8, 318 V8	66-69	M	3	<u> </u>	3.511,15	4	_	-	_	Aub.	3-Co.16		6.514,16	Li.	.156
All 383, 426, 440 V8	. 66–68	M	4	-	612	4	_	-	-	BB	9-Co.	10.5 9.25	6.5	Li. Li.	.156
225 IL6	. 67–69	M	3		4	1				BB BB	6-Co. 12-Co.	10.5	6 6.5	Li. Li.	. 156
340 V8 and all 4-speed	68	M M	4		6.0 6.5 ¹⁶	4				BB	02-Co.	10.517	6.518	_	
198, 225 L6		M	3	_	419	_		_	-	Aub.	3-Co.	9.25	6	Li.	. 156
								0:	0.11			. D :1:	D: F	· 1	
A-Automatic. AC-Air cooled.	Aub	Auburn.	AW-Air	and water co	poled. Bl	B—Borg a	nd Beck.	Cab-	-Cable.	Co-Co		i—Daikin. ter cooled.	Dia-L	Diaphragm	
Fer-Ferodo. FS-Fichtel and S	achs.	dyd—Hydra	ulic. La	y—Laycock	. LI-LI	ikage.	IVI IVIAT	iudi.	oc-on c	ooiea.	"C-Wa	cer cooled.			

If it's a maintenance or repair job... you can pull it off faster and easier with the OTC pulling system!

That's not an idle claim. Because we've got the world's most complete line of pullers to back it up: the OTC Pulling System. What's more, we've got 44 years' experience in developing new and better pulling tools to help mechanics remove and install parts more quickly, safely.

and efficiently — sprockets ... pinion shafts ... bearings ... gears ... bearing races ... axles ... pulleys ... wheels you name it. And when you specify OTC, you're specifying outstanding quality that's been job-proven over and over again in countless thousands of applications.



Universal Grip-O-Matic® Pullers — Solve hundreds of tough pulling jobs. 2 or 3 jaws or combination models. Non-slip grip feature. Screw-powered or with Power-Twin hydraulic ram of 17½, 30, 50 or 100-ton capacity.



Bearing-Pulling Attachments — Ideal for removing hard-to-grip parts. Tough, knife-thin edges can be easily forced behind part to be removed, and puller jaws grip attachment's outer edges, or two threaded holes accommodate Push-Puller legs. Adjustable. Many sizes.



Push-Pullers® — Controlled power that lets you remove, install parts safely, easily . . . without damage. Screw-Powered or with Power-Twin® hydraulic ram of 17½, 30, or 50 ton capacity. Wide choice of attachments for added versatility.



Slide-Hammer Puller — Pull small gears, bearings, oil seals, etc. 2 or 3 jaws. For 'inside' or 'outside' pulling jobs. Basic hammer can be used with various adapters for a multitude of pulling jobs.



Internal Pulling Attachment — Used with OTC "Push Pullers" or slide-hammer pullers. Simplifies removal of bearing cups, oil seals and bushings from blind holes. Adjustable jaw spread to fit various diameters. Approved by leading bearing manufacturers.



Puller Sets — Remove and install gears, bearings, bearing cups, wheels, couplings, sprockets, pulleys and more. Sets from 17½ to 50-ton capacity... handle 99% of all maintenance pulling jobs.

For complete information on the OTC Pulling System, contact the OTC Distributor near you. Or write for FREE Booklet No. PS-2.

Designers and manufacturers of the world's most complete line of equipment and tools for maintenance and repair of machinery, equipment and vehicles.



	1				TRANSMIS	SSION				l		CI	LUTCH		
MAKE & MODEL	YEAR		No. of Forw	vard Speeds	Lubri	cation		Automati	c		Pressure	Fac	ing		Pedal
MAKE & MODEL	TEAR	Туре	Standard	Optional	Cap. (Pints)	Change Interval (miles)	Push Start Instrs.	Towing Precau- tions	Conv. Cooling	Make	Springs No. & Type	Outside Dia.	Inside Dia.	Actu- ation	Free Travel
Dodge continued	70 3 Use book 13 '68-'70, w/2 bbl	170, 19 5; 426	8 11.0 pts. 22	— periodic chan 25, 13.25 pts., 3 w/2 bbl., 42 6.5.	alı V8, 15	pts.: '69-'70.	11-15 p	ts. 14 '	ct drive-sl	15 '69	. 5. 16	9, 5.5 pts.	6.5 7 ²¹ 12 '68. 7. 8, 9-Co., 10 Dart 340,	0. 6. 75.	.156 .156 383 ap. 6.5.
FIAT 850 Sedan, Coupe, Convertible & Racer. 1500 Convertible, Sedan. 124. 124 Conv., Coupe, 124S Sed., S/Wagon. 124 Spyder.	. 66–68 . 67–69 . 68–70	M M M M M we high	41 4 4 4 4 4		.7 3 2.18 2.18	6000 6000 6000 6000 6000	= = = = = = = = = = = = = = = = = = = =		=	Fiat Fiat Fiat Fiat Fiat	6-Co. 6-Co. Dia. Dia. Dia.	6.30 7.88 7.165 7.87 7.87	4.33 5.59 5.0 5.59 5.59	Mech. Mech. Li. Cable Cable	1.375 .72 1 .31 .31
FORD Falcon 170 IL.6 (3-speed). Falcon C4 automatic Falcon 200 IL.6 (3-speed). Falcon 289, 302 V8 (4-speed). Falcon 289 V8 (and all '68 3-speed)	. 66–68 . 66–68 . 66–68 . 66–70	y with o	hains on bum	O SPECIFIC uper arms bety	ween body a		6 — — — 25 Lif	t rear whe	WC -	Long Long Long Long connect	6-Co. 6-Co. 9-Co. 9-Co. driveshaft	8.5 9 10.4 ¹¹ 10.0 4 Perio	5.4 5.4 6.5 6.5 dic change	Li. Li. Li. Li. not recon	1± ½
Fairlane C4 automatic Fairlane 6 Cvl. (3-speed) Fairlane 289, 302 V8 (3-speed) Fairlane 390 V8 (2V, 4V) 3-speed Fairlane 390, 427 V8 (4-speed) Fairlane C6 automatic 20 Fairlane 289, 302 V8 (4-speed) Fairlane 289 V8 (3-speed & OD) Fairlane 390 V8 (2V) automatic	66-68 66-68 66-68 66-68 66-68 67-68 67	A M M M M A M M M REFE	3 3 3 4 3 4 3 4 3	D SPECIFIC	13-14.5 2 ¹⁶ 3 3 3.25 ²¹ 21.2 3 3 18.5 ATIONS B eavy duty 9	1 1 1 1 1 1 1	3 ————————————————————————————————————	4 — 4 — 4 S Use boos 9 427 V8,	WC WC WC	Long Long Long Long Long Long Long 	9-Co. 9-Co. 9-Co. 9-Co. 9-Co. 9-Co.	8.52,17 10 11 11119 10 10 10 wheels or di all 390 V8;	5.4 ————————————————————————————————————	Li. Li. Li. Li. Li. Li. Li. ci. Li. conly. 21	
Mustang 200 6 Cyl. Std. Trans. Mustang 260, 289 (3-speed). Mustang 289, 302 V8 (4-speed). Mustang 3-sp. C4 Auto. Trans. Mustang 200 6 Cyl. (4-speed) Mustang 289 V8 HP (4-speed) Mustang C6 automatic. 200 IL6, 289, 302 V8 (3-speed). Mustang 390 V8 (3-speed). A—Automatic. AC—Air cooled.	. 66 . 66–68 . 66–68 . 66 . 66–67 . 67–68 . 67–68	M M M A M M A M M	3 3 4 3 4 4 3 3 3 3 3	r and water co	1.75 3 3 13-14.5 3 3.25 21.5 311	1 1 1 1	2 2 2	3 	WC WC	Long Long Ford Long Long Long Co—Co	9-Co. 9-Co. 9-Co. 9-Co. 9-Co. 12-Co.	8.5 10.4 10.49 8.5 10.4 10 ¹⁰ 11.5	5.4 6.5 6.5 ———————————————————————————————	Li. Li. Li. Li. Li. Li. Li. Li.	1±½8 1±½8 1±½8

					TRANSMIS	SSION						(CLUTCH		
MAKE & MODEL	YEAR		No of Forw	ard Speeds	Lubrio	cation		Automati	c		Pressure	Fac	cing		Pedal
MAKE & MODEL	TEAK	Туре	Standard	Optional	Cap. (Pints)	Change Interval (miles)	Push Start Instrs.	Towing Precau- tions	Conv. Cooling	Make	Springs No. & Type	Outside Dia.	Inside Dia.	Actu- ation	Free Travel
	69-70	change :	4 R TO FORD	SPECIFIC ded. ² Use	3 ATIONS BI booster batt	1 ELOW. tery. ³ Lif	t rear wh	eels or dis		Long Iriveshaf	9-Co. ft. ⁹ '67	10.0 -'68, 10.	 10 200 IL6.	Li. 1.25 pt., 6	1± ½ 5-Co., 9 OD
(Full-size Ford) 352, 390 V8 (3-speed). 390 V8 (4-speed). 240 6 Cyl., 289 V8 (3-speed). 247, 428 V8 (4-speed). C4 Automatic ¹ C6 Automatic ² 390 V8 (2V) automatic. 200, 240-6, 302 V8.	66-68 66-67 66-68 66-68 67-68 68 68 68	wheels	3 4 3 4 3 3 3 3 4 4 3 8 Regula	r drain and re		3 3 3 3 3 3 mmended. sster battery		8 8 8 8 ——————————————————————————————	WC WC WC 	Long Long Long Long Long Long Long Long	913 9-Co. 6-Co. ⁴ , 1 12-Co. 9-Co. ¹⁹ 9-Co. 9-Co. 9 springs. 18 200-6,	11.5 - 10.0 ¹⁹ 10.0 11.0	7.0 7 		
240 IV 240 IV (HD) Ford & Meteor, 302 2V Ford, Meteor & Mercury, 390 2V Ford, Meteor & Mercury, 390 4V 429 4V 470 IV 800 IV 801 2V 802 2V 803 2V 804 4V 805 V8 4V Boss 860 V8 4V	69-70 69 69 69 69-70 69-70 69-70 69-70 69-70 69-70 70 70 70 1 On 390 4	M M M M M M M M M M M M M M M M M M M	3 HD 3 4 4 4 3 3 3 3 3 4 4 4 4 4 4 4 4 4 4 4	4 41 	35 35 3 3 3 35 35 35 35 35 35 36 36 46 46 Regular dra	3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3	2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4	WC WC WC WC WC WC WC WC WC	Long Long Long Long Long Long Long Long	6 9 9 9 12 6 9 11 9 11 9 12 9	9.5 11 10 11 11 11.5 9 10 10 11 11 11.5 10.4 	e shaft.	Li. Li.	± 1.8 8 1 1 1 1 1 1 1 1
ORD (Brifish) Anglia, Consul 315 & Capri. Cortina. Cortina GT. Cortina 1300, 1600. Cortina 1600 GT. Cortina 1600 GT.	66 67 67 68–70 68–70	M M A M M A M er batte	4 4 3 4 4 3 4	hange require	1.75 1.75 ⁵ 6 1.013 2.13 ⁶ 11.25 2.13 ⁶ ed. 4 Dis	5000 5 2 2 2 2 2 2 2 connect driv	i - 1 - 1 - ve shaft,		AC -	Ford Ford Ford Ford 5 SAE		7.22 7.25 — 7.54 7.54 ⁷ — 7.54 ⁷ hange at ov	5.0 5.0 	Hyd. Hyd.	.0625
IILLMAN Husky III	66-67	M	4	47 00	2.75	6000	-	_	— 1	вв	6-Co.	8	-	Hyd.	10

Super Minx, Minx V (auto)	66-67 ⁷ Borg Wa ¹⁰ HIC pre	rner "35" w	justable; Ser	 v.	11.25 3.5 I to 25 mph between ped	— 6000 , then select al stem and	t L.	9 — 9 In N. If top.	fluid los Between	BB w, or trans n pedal ste	Dia. s. defectivem and pe	8 re, lift & ca	rry. 165 on cars	Tiya.	11 . cyl.,
S600	66-67 1 Indirect	M top gear.	41	-	1.8	11000	-	_	-	Own	Dia.	6.5	4.34	Hyd.	.48
HUMBER Super Snipe V, Imperial	66-67 1 In neutra	A ⁵ al to 25 mpl	3 n, then select	_ t L. ² Lift	14 t rear wheel	25000 s or discon		2 veshaft.	AC 5 Borg-	— Warner u	nit.	-	-	_	-
IMPERIAL All	66-70 1 Use boos	A ter battery.	3 ² Lift re	ar wheels or	15.55 disconnect	4 driveshaft.	1 4 No	2 periodic o	WC	eq'd 5	70, 15.	-	_	_	_
Bellett	65-69	M	4		3.5	12000		_			9-Cs.	8	-	Hyd.	
JAGUAR XK "E", Mk X, Mk II 3, 8, 3, 8 "S", 3, 8 Mk II & "S", Mk X & "340", 4, 2 litre (Man. Trans.), all '68 340, 4, 2 litre (Auto. Trans.) 4, 2 XKE, 340, 420 XJ.	66-67 66-67 66-69 66-69 66-70 67 69-70	M¹ A M A M M M A M A e optional.	4 3 4 3 4 4 4 2 With o	1	2.5 ² 15 2.5 ² 16 2.5 2.5 ² 2.5 2.5	10000 12000 12000 12000 12000	3 3	4 	AC WC WC WC 20 mph,	BB Lay. ¹² Lay. BB BB then selec "420" &	12-Co. Dia. Dia. Dia. Dia. t L. 4340, BB.	6 — — — — — — Select neut 13 Not po	ral, do not		12610 12610 12610 12610 12610 12610 12610 126000 1260000 126000 12
	66-67 66-67 66-67 66-67 68-70 68-70 1 Or Borg 3 FC 150, F	C1705 in	. 4 Use b	with F4 eng	rv. 5 To	10000 10000 30000 30000 30000 24000 30000 30000 5 option F w in N (tra	C150, F6	5 C170; 6-23	WC 	Aub ¹ Aub ¹ BB BB BB BB Bn, 9.5; 6-2	3-Co. 3-Co. 6-Co. 6-Co. 3-Co. 3-Co. 230 picku rative rai	8.5 ² 8.5 10 10 10.4 — — p, 10; CJ3E se rear whe	5.12 5.12 6 6 6 6.5 — — 3, CJ5-5A, C	Li. Li. M M M ———————————————————————————————	13 1 1 1 1 1
All (four wheel drive)	66–68 69–70 ¹ Plus tran	M¹ M sfer box, ra	41 4 tios 1.148 (l	_	2.5 2.5 (low). 3		type.	6 4 Slave	_ cyl. not	BB BB adj.; mast	Dia. er cyl. 1/4	9.5 in. clearance	 :e.	Hyd. H	. 257
All except Mk III. Mk III.	66–69 68–69 70	A	3 3 O FORD S	PECIFICAT	17 ² 26.6 TONS.	5 5		4 4 ect drivesl	WC WC	_ _ 5 No perio	— — odic chang	ing.	=	=	
MAZDÁ 1500 Sedan, Estate 1800 Sedan 1200 Sedan, Estate 1200 Sedan R100 Coupe	69 69–70 69–70 69–70 69–70	M M M A M ter battery	4 4 4 3 4		2.75 2.75 ³ 2.75 12.7 3.17	12000 12000 ³ 12000 —	- - 1		wc wc	Dai. Dai. Dai. Dai.	Dia. Dia. Dia. Dia.	7.87 8.46 7.26 7.87	_	Hyd. Hyd.	0.8-1.2 0.8-1.2 0.8-1.2
A—Automatic. AC—Air cooled. FS—Fichtel and Sa	Aub—A	Auburn. yd—Hydrau	AW—Air ar ılic. Lay	nd water coo! —Laycock.	ed. BB- Li-Link	Borg and	Beck. —Manu	Cab—C	able. —Oil co	Co—Coil	. Dai- WC—Wat	Daikin. er cooled.	Dia—Dia	phragm.	

					TRANSMIS	SSION						C	CLUTCH		
MAKE & MODEL	YEAR		No. of For	ward Speeds	Lubri	cation		Automati	ic		Pressure	Fa	cing		
	TEAR	Туре	Standard	Optional	Cap. (Pints)	Change Interval (miles)	Push Start Instrs.	Towing Precau- tions	Conv. Cooling	Make	Springs No. & Type	Outside Dia.	Inside Dia.	Actu- ation	Pedal Free Travel
MERCEDES-BENZ				V 8 1 1 1 2 1					Alf Orange						
180, 180D, 190, 200, 200D	. 66-67	M M	4	-	2.55	10000	-	-	_	FS	9-Co.	_	_	Li.8	18
230SL		M	4	_	2.5 ⁵ 2.5	12000	_			FS FS	9-Co. 9-Co.			Hyd. Hyd.	.008-206
All automatic transmissions	. 66-67	A	4	_	9	12000	3	4	9	-				Tiya.	-15/
250, 300 series	. 66-67	M	4 IEICATIONS	NOT AVA	2.5	12000	CEDEC	-	_	FS	9-Co.	-		Hyd.	_
220, 230, 250	69-70	M	4	NOI AVA	2.8 ¹¹	1200 ¹²	CEDES-	BENZ.	Oil	15	Dia			Hvd.	16
280		M	4	21	2.517,22	120012	13	14	Oil	15, 18		_	_	Aut.19	16
300, 600		A al to 25	mph than as	lect D or L.	8. 420,23	2400	13	14	Oil				-	-	_
	5 Use auto			etween pedal	push rod and	eutral, do n	ot exceed	8 190c	& 190De	Hvd	1008-20 be	d and tow.	al push rod	and MC	niston
		r in low	er radiator	10 At clave	CV 11 S	d · w/AT	R 1	12 Std	AT 24 00	00 1	3 Danitian	NI ::4:	L:fe		7 - L
	25-30 m D-B aut	ph. 1	Position N	not exceeding 3, SL/8, hyd. 4. 23 '70, I	30 mph.	15 Fichtel &	Sachs.	16 Aut	omatic ac	ljustmen	it. 17 '6	69, Std.; w/	AT, 6.6.	18 Excep	t S/8, SL/8
		, S/E8,	9.6, S/L8 8.	4. ²³ '70, I	M/T, 4; A/T	. 300 SEL/	8 9.6.30	0 SEL/6	6. 600 15	4. spee	ed automa	tic; 70, 4 s	speed A/I.	22 70,	IVI/1 2.8;
MERCURY Comet C4 automatic	(((7														
Comet, 6 Cyl. Std. Trans.	. 66-67	A M	3		13-14.5	4	6	5	WC		0.0	8.5	-	-	-
Comet 260, 289 V8	66-67	M	_	4	310	4				Long Long	9-Co. 9-Co.	10.412	5.4	Li. Li.	1± ½ 1+ ½
Comet 289 V8 (3-speed)	. 66-67	M	3	-	3	4	_	_	_	Long	9-Co.	10	_	Li.	1± 1/8
Comet 390 V8 (4-speed).	66-67	M	4	_	3.25	4	_	_		Long	9-Co. 9-Co.	11	_	Li.	1± 1/8
Comet 390 V8 4V (Auto.)	66-67	A	3		21.2	4	6	5		Long	9-00.	11		Li.	1± 1/8
Comet 390 V8 2V (Auto.)	67	A	3	_	18.5	4	6	5	WC	_	_	_	_	_	_
Comet 200 ILo (3-speed)	4 Periodic	M change r	not recommer		t rear wheel	or disconn	agt drive	abaft	6 Use boo	Long	6	9	gn. 3.5 pts.	Li.	1± 1/8
Cougar 289, 390 V8 (4-speed)	. 67	M	4	—	3	1	—	Shart.		Long	9-Co.	102	gn, 5.5 pts.	Li.	1+1/6
Cougar 289 V8 (3-speed)	. 67	M	3	_	3	1	_	_	_	Long	9-Co.	10		Li.	1± 1/8
Cougar 390 V8 (3-speed)	67	M A	3		3 14.5	1	-	_		Long	12-Co.	11.5	_	Li.	1± ½
Cougar C6 automatic	. 67	A	3		21.5	1	3	4	WC						
252 202 112 2 1 2	¹ Periodic		not recommer	nded. 2 39	0 V8, 12-Co.	, 11.5 OD.	3 Use	booster b		4 Lift	rear whee	ls or discon	nect drivesh	naft.	
352, 390 V8 Std. Trans Meteor 390 V8 4-sp. Man. Trans	. 66	M M	3 4	_	3	1	-	-		Long	9-Co.	11.0	7.0	Li.	1± 1/8
Meteor 240 6 Cvl., 289 V8 (3-speed)	66-67	M	3		3	1				Long Long	9-Co. 6-Co. ¹²	0 512	7	Li. Li.	1± ½ 1+ ½
Meteor 428 V8 (4-speed)	66-67	M	4	_	3	1	_	_		Long	12-Co.	11.5		Li.	1± 1/8
Meteor 240 IL6, 289 V8 Meteor 390 V8	66-67	A	3 3	_	17 18.5	1	7	1	WC .	_	_	_	_	-	_
Meteor C6 automatic	. 67	A	3		21.5	1	5	1	WC WC					_	
	1 Periodic	change r	not recommer	ded. 4 Lif	t rear end or	disconnect	drivesha	ft. 7 U	Jse booste	batter	y. 92:	sp. auto. tr	ans., 15.5 p	ts.	
352, 390 Std. Trans	12 289 V8,	9-Co., 11	0.4 OD.		3	5					0		7.0		111/
390, 410 V8 (4-speed)	66-67	M	4		3	5				Long Long	9-Co.	11	7.0	Li. Li.	1± ½ 1± ½
Mercury 428 V8 (4-speed)	66-67	M	4		3	5	-			Long	12-Co.		_	Li.	1± 1/8
Mercury C6 automatic	66-67	A	3		22.2 18.5	5	1	7	WC WC		-	-	_	_	-
	1 Use boost	ter batte		ular drain an			l. 7 L		d or disco	nnect d	riveshaft.				
All				SPECIFICA	ATIONS.										

MG Midget Magnette Mk IV, MGB & GT. MG 1100.	66-70 66 4 Push to	M 4 M 4 M 4 25 mph in neutral Midget 7.25.	., select L. 5 I	2.3 4.5 ⁷ 8.5 Lift rear wheeler not req'd.	9 3000 3000 lls or discor 10 From	nnect dri		Air I	BB 6-Co.6 Own 6-Co. diaphragm sprir	7.13	4.25 ¹⁰ 12 3 pt. with o	Hyd. Hyd. Hyd. verdrive. 9, 5.343.	.125 .156 .125
MORRIS Oxford Series V, VI 850, 1100	66 66 66 1 Push to	M 4 M 4 M 4 M 4 25 mph, select lov 5 in, between clut	3 — — v. ² Lift rear ch lever and adju	4.5 4 4 wheels or discusting bolt.	6000 4 4 4 connect dri	veshaft.	2 — — 3 Ove	- G	Own 6-Co. onal. 4 Trans	8.0 7.125 7.125 7.125 mission in	5.75 5.25 — unit with en	Hyd. Hyd. Hyd. Hyd. gine. See	.156 .125 ⁵ .125 ⁶ .125 ⁶ engine specs.
All	66 ² Include	M 4 s engine and final	drive; use SAE 2	3.75 ² 0 motor oil.	10002	-	-		– 6-Co.	-	-	Cab	.8-1.2
CLDSMOBILE F-85 & Jetstar 88. 425, 400, 455 V8 Auto. Trans. F-85 (250 L-6) (3-speed) F-85 V8, Jetstar 88 (3-speed) F-85, 350, 400, 425 V8 (3-speed HD). 6 Cyl. 350 V8. 400 V8. 400 V8. 455 V8, 310 hp., 365, 390 hp. 455 V8 (310 hp). 455 V8 (310 hp). 455 V8 (365, 375, 390, 400 hp).	66-68 66-68 66-68 69-70 69-70 69 69 70 70 2 4 pints	A 2 A 3 M 3 M 3 M 3 M 3 M 3 M 3 M 3 A 3 M 3 A 3 With floor shift. & refill only; unit & ratios, 2, 25, 1, 18 ; 3 M/T, H.D., 3	1 1 46 1 0 rev	pts; '68, 7.5	pts. 13 1	S/wagn	00, for H.	W.C. (1 W.C. (2 W.C. W.C. 5 Use boos 16 '68 Own 16 '68	17 '68. 3 75	26 M	T: '69. A/T	6: '70. 5.	
PEUGEOT 403, 403-7. 404 404 404 (Auto.). 204, 304. 404 S/Wagon 404, 504.	66-69 66 68-70 67-69 70	M 4 M 4 A 3 M 4 M 4 M 4 tor oil SAE 30 (surengine oil. 6 70	3A/T 3A/T 3 A/T mmer) SAE or 10 7 770,	2.75 4.58 	3600 ¹ 6000 ⁸ 3000 10000 6000 ⁸ ² Use boo 59-'70, M/	z ester bat T; A/T	 3 3 3 3 erry. 3	— I	Fer. 6-Co. Fer. 9-Co. Fer. Dia. Fer. Dia. Fer. Dia. ng distance 15 mge 9,000; replacing	7.86 8.45 7.875 8.5 8.49 si. @ 30 mp	5.21 5.7 5.125 5.75 5.74 oh max.—or	Li. Li. — Hyd. Hyd. Hyd. lift rear e	.79 .75 .257 .25 1.25
PLYMOUTH Automatic trans. All 6 Cyl., (3-speed). 31324, 318 V8 (3-speed). All 383, 426, 440 V8 & all 4-speed. 273 V8 (3-speed). 225 IL.6. 383 2 bbl	66-69 66-69 67-68 67-70	A 3 M 3 M 3 M 4 M 3 M 3 M 3		\$,21 4 3.75 ¹⁴ 6 ¹⁹ 4.0 ¹⁸ 4 ¹⁶ 5	9 9 9 9 9	15	7 	- H - H - H		10.5 ² 10 2 9.25	6.12 6.75 ²³ 6.5 ² 6.75 6.5	Li. Li. Li. Li. Li. Li. Li.	1.0 .156 .156 .156 .156 .156

					TRANSMIS	SION						CI	LUTCH		
MAKE & MODEL	YEAR		No. of Forw	vard Speeds	Lubrio	ation		Automati	ic		Pressure	Fac	ing		Pedal
MANAGE MISSEL	TLAK	Туре	Standard	Optional	Cap. (Pints)	Change Interval (miles)	Push Start Instrs.	Towing Precau- tions	Conv. Cooling	Make	Springs No. & Type	Outside Dia.	Inside Dia.	Actu- ation	Free Travel
	70 ² '67-'68, ¹⁴ '68-'69 5 ²⁰ '69, 12-0	5 pts. Co.; OD	383, 10.5, 42	4 4 5.5–16.5. ush start. 16. 440 11; ID 0, 440; 426, 6	383 6.5. 42	ts. 17 '68	3-'69 10.	-Co. 18	9 No 1	ots.	9 '68-'69	a'd.	6.5 7 5; <u>ID</u> 6.5.	Li. Li.	.156 .156
	66-67 66-68 66-67 66-68 68	M M M A A M M dic!chan	3 4 3 2 3 4 3 ge required.	4 4 21 Heavy d	1.75 ²⁸ 2 1.75 ²⁵ 3.5 6.75 2.5 4 uty operatio	4 4 24000 ²¹ 24000 ²¹ — n, 12000. er battery.	26 26 26 — 23 283,	27 27 — — V8, OD 10 t rear end	WC -	Dia.	Dia. Dia. Dia. Dia. 10.34 5; 327 V8	9.12 ²⁵ 10.4 11 - 10.34 6.5 OD 10.4, 28 '68, 2.5	'68, 10.0, I	Li	1-1.5 1-1.5 .75-1
	66 66–68 67–68 67–68 1 Periodic o						_ rear end.		WC -	Own Own Own Own Own oattery.	Dia. Dia. Dia. Dia.		6.5 6.5 6.5 6.5 6.5	Li. Li.	.75 .75 1
250 6 Cyl. 350, 396, 427 V8. Catalina, Exec., Bonne., Gr. Prix. 350 V8 (300 hp). 400, 454 V8.	69–70 69 69 70 70	M M M A	3 3 H.D. 3 2 A/T ¹³ 3 A/T ¹⁴	10,11 10,11,12 6,11 3 A/T ¹⁴	25 '68, 5.75 2.51 2.51 2.57 13,14	2 2,3 2,3 2,3 3	_	11.0. — — — —	WC -	Own	Dia. Dia. Dia.	10.34 ⁴ 10.4 ⁸	6.12 6.5 6.5	Li. Li.	1-1.5 1-1.5 1
	w/350, 30 W/400 V8	00 hp., 39 8 2 bbl. o	96 V8, 427 V8 carb. & Grand	dramatic 6.75 3 OD 11. 6 3 Prix; w/400 '70, Turbo H	4 M/T, Gra V8 & 4 bbl.	and Prix on & 428 OD	ly. 7	3 M/T; 4 Use boost	M/T 2; 3 er battery	/AT/ 6	H.D. oper .25, after 2A/T.	disassembly 11 3 A/T.	0 miles. 15.75. 12 4 M/T		, 255 hp.;
350 V8. 400 V8 (265 & 330 hp). 400 V8 (290 hp). 455 V8.	70 70 70 70 70 '70, Turbo	M A M M o-Hydrai	3 31 3	2 ² , 3 A/T ¹ 3 A/T ¹ 3 A/T ¹ 3 de M40, 6, 25	1,2,3 1 1,3 1,3	4 4 4			WC O	wn wn	Dia. Dia.	10.4	6.5 6.5	Li. Li. Li. T, not rec	I I I quired.
Tempest, Firebird, 2-speed AT Tempest G.T.O. 4-sp. Tempest, Firebird 6 Cyl. (3-speed) Tempest W. G.TO (3-speed) Tempest W. G.TO (3-speed) Tempest, Firebird V8 (4-speed) Tempest, Firebird 6 Cyl. (4-speed)	66–68 66 66–68 66	A M M M M M	2 4 3 3 4 4	410	3,5 ¹⁶ 3 ¹⁷ 2,5 2,5 3 2	24000 ⁷ 3 3 3 3 3 3	8	_	- 0 - 0 - 0	lwn lwn lwn lwn	Dia. Dia. Dia. Dia. Dia. Dia.	10 ¹⁸ 10.4 10.4	618 6.5 6.5	Li. Li. Li. Li. Li. Li.	1.0

	 Close-ratio option 3, 4-speed; 3-spee 350 V8 2 bbl. ca 16.75. 27 3 A/ 70, 3 M/T cap. 3 	d H.D. 2.5. rb. 26 2 A Γ. 28 4 M	1.25. 17 '6. 23 W/1 bb 1/T after disas 1/T. 29 '70,	l. carb.; w/4 ssembly 12.	W/4 bbl. ca bbl. OD 1 5; w/3 spec glide, cap.	rb., 10.4 0.4, ID	6.5. 24 MAO 6 25	3 M/T;	3 M/T H	I.D. 2.5,	4 M/T 2.0	nt VISS 5	II atter a	esembly
PORSCHE 911, 912. 918. 912, 911T, 911L, 911S. 911T, 911E, 911S, 912.	. 67 M . 68 M . 69 M		— — NOT AVAIL e high gear.	5 5 5 ABLE FRO 5 912, 7.8		— — — HE. 6 912 0		— — — ID 5.12.	F&S ² F&S ² F&S ² F&S	Dia. Dia. Dia. Dia.	7.05-13 8.5 8.5 ⁵ 8.5 ⁶ 5 speed.	4.88-92 5.669 5.7 ⁵ 5.7 ⁶	Li. Li. Li. Li.	$\frac{7}{8}\pm \frac{3}{32}$ $\frac{7}{8}\pm \frac{3}{32}$.8 .8
RENAULT Caravelle S-4, R8, R10. R4. R8, R10 automatic. R16. R4. R4, R8 and Gordini, R10. R8S, R10, R10 1300, R12. R16TS. R16TA.	. 66–67 M . 66–70 A . 67–70 M . 68 M . 69–70 M . 70 M		3 A/T ⁶ 8, R10 Dia. C clutch. 7	3.25 5.5 9.5 4 5.5 2.5 ³ 3.25 ⁹ 3 5.51 ² DD 6.29 Not over 20	mph, enga	ge No. 2	push butt	on. 8	Lift rear.	4-Co. 6-Co. Dia. 6-Co. 6-Co. Dia. Dia. ——assured at	6.3 6.3 7.87 6.34 6.29 7.87 end of leve , R8, R10; 1	4.33 4.33 5.11 4.125 4.33 4.33 5.11 7.	Li. Li. Li. Li. Li. Mec. Mec.	.75 .75 .75 .75 .75 .3/32 ⁵ 3/32 ⁵ 3/32 ⁵ 5/64-1/5
ROVER 3 litre (manual) 2000, 2000 (automatic) 2000, 2000TC 2000A, SC, TC 3500S	. 66–67 A ¹¹ . 66–68 M . 69–70 M			3.59 15 1.75 1.75 ¹³ 14 1. ⁸ Over	9000 12000 5000 5000 ¹³ 2 drive avail		12 12 12 12 9 With ove	AC AC AC AC erdrive,	BB BB BB -	12-Co. Dia. Dia. 0609 at	10 8.5 8.5 slave cyline		Hyd. Hyd. Hyd. Hyd. Borg-Warn	. 25 . 25 . 25 . er unit.
SIMCA 1000	. 66–69 M . 69–70 M	41 4 . S Total	transaxle ca	3.1 ³ 3.5 ⁵ pacity.	8000 8000 At end of	_ withdra	— wal lever.	- 6 5 111	Fer Fer 8; 1204, 1		6.29 7.13 speed semi-	4.32 4.88 A/T; AC.	Hyd. Hyd.	.1094
SKODA 1000 MB, 1100 MB	. 66-70 M Overdrive high ge	41 ear.		2.5	6000	_	- 17	-	Own	6-Co.	-	-	Hyd.	-
A—Automatic. AC—Air cooled. Fer—Ferodo. FS—Fichtel and S	Aub—auburn. achs. Hyd—Hyd	AW—Air raulic. L	and water coc ay—Laycock.	oled. BB Li—Lir	Borg and	l Beck. M—Man	Cab Cual. Of	Cable. C—Oil co	Co—Coi ooled.	l. Dai	—Daikin. ater cooled.	Dia—Di	aphragm	

3,7

7 24000, for H.D. operation, 12000. 8 Use booster battery.

321

3

3

322

324,29

29,31

30

4. 2525,26

28

25,27

3 A/T30

3

28,29

25,27

2 A/T29

Tempest, Firebird Turbo-Hydramatic.... 67-68

M

M

M

M

M

M

M

A

³ M/T periodic change not required.

 Tempest, Firebird
 69

 Tempest, Firebird
 70

Tempest, Firebird 400 V8.....

WC

WC

WC

WC

Own

Own

Own

Own

Own

Own

Dia.

Dia.

Dia.

Dia.

Dia.

Dia.

10.4

10.4

10.4

10.4

1023

10.4

9-12

6.5

6.5

6.5

6.5

6.5

6.12

9 Lift rear end or disconnect driveshaft.

 6.0^{23}

Li. Li.

Li.

Li.

			F120007		TRANSMIS	SSION						C	LUTCH		
MAKE & MODEL	YEAR		No. of Forv	vard Speeds	Lubri	cation	1997	Automati	c		Pressure	Fac	eing		D.I.I
		Туре	Standard	Optional	Cap. (Pints)	Change Interval (miles)	Push Start Instrs.	Towing Precau- tions	Conv. Cooling	Make	Springs No. & Type	Outside Dia.	Inside Dia.	Actu- ation	Pedal Free Travel
STUDEBAKER All 6 Cyl., Std. Trans. All V8, Std. Trans. All Auto. Trans. (Opt.)	66	M M A overdriv	3 3 3 ve. 4 O'dri	41 41 ive, 3.4 pts.	2.34 3.84 15 5 Push in	7 7 7 neutral to 2		_ 6 select Low	A8 .	Inland Inland ar end		9.125 10.0 rry. ⁷ No	6.125 6.5 o periodic o	Li. Li. hange rec	.75–1.125 .75–1.125 ommended.
Imp Mk. II 1600, 1725 engines ¹² . Tiger 260 V8. Alpine V. Arrow, Alpine Coupe. Arrow, Alpine Coupe. Alpine GT.	66–68 66–68 67–68 67–70 67–70 69–70	Where p	41 4 4 4 3 4 ¹⁵ ear. ⁶ In I	built into m.	cvl. 045 b	etween neda		OD. 8 pedal stop 5 Plus over	Transaxl	Lay Lay ⁷ Ford BB BB BB e EP80 Minx De	Dia. Dia. 12-Co. Dia. Dia. /EP75 (wieluxe; 1725)	6.25 8.007 10.0 8 7.5 7.5 inter). 5, sedan, S/	wagon.	Hyd. Hyd. Hyd. Hyd. Hyd. — Hyd.	9 9 9 9 9 9
THUNDERBIRD 390 V8 Dual Range AT 390, 428, 429 V8 (C-6 auto. trans.)	66–68 69–70	drain an	3 R TO FORD d refill not red t. 5'67, 2	commended.	16.5 ⁸ 26.6 ⁵ ATIONS, ² Lift rea	1 1 ar end or dis		2 2 driveshaft.	WC WC -	fill capa	_ city. Dry	system, 20		Jse booste	r battery.
TOYOTA Crown, Deluxe, Custom. 700. 700 Deluxe Land Cruiser FJ40, FJ45, J55. 700, 700 Deluxe (Auto. Trans.). Corona (3-speed). Corona (4-speed). Crown Deluxe (Man. or Auto.). Corolla Corona II RT62, 72.	66-67 66-67 66-70 66-67 67-68 67-70 67-70	M M M A M M M M-A M	3 41 3 2 3 4 4 4 4	4 M/T — 3 A/T 3 A/T 3 A/T	3 1.5 2.75 ³ 6.7 1.54 1.6 1.6 1.5 8 ⁴ Use booster	12000 12000 12000 12000 12000 12000 12000 12000 12000 12000 12000 12000 12000		2 2 3 — 3	AC -	Transfe	Dia. 6-Co. 9-Co. 6-Co. 6-Co. Dia. Dia. Dia.	7.87 6.3 10.83 7.87 7.87 8.96 7.08 8.96 acity 2.75 p	5.51 4.33 6.89 5.51 5.51 6.6 4.92 6.6 4.92	Hyd. Mech. Hyd. — Hyd. Hyd. Hyd. Cabe Hyd. T; M/T,	.4 .87 .98
TR4 TR4A Spitfire 4, Mk II, Herald 12/50. Sports Six 2000. 1300. GT6. TR6, GT6+, Spitfire III.	66-68 66-68 67-68 67-68 69-70 Overdrive	M¹ M M¹ M M M M optiona	4 4 4 4 4 5 4 4 4. 1. ² Perioc n, 8.5. ⁴ S	i i i dic change no	1.5 1.5 2 2.25 1.5 1.56 t necessary.	12000 12000 2000 2 2 2 2 2 2 2 1f drained a	refill with	h Shell BP	— H — H — H — H S5229A;	BB BB BB BB BB BB BB Bb Bb Bb Bb Bb Bb B	9-Co. ³ 9-Co. ⁴ 9-Co. Dia. Dia. Dia. Dia. with regularity	9.15 ³ 6.25 8 8.5 6.5 8.5 8.5 8.7 8.5	6.5 4.25 — 4.5 5.75 — lube.	Hyd. Hyd. Hyd. Hyd. Hyd. Hyd. Hyd.	.875 .5 .5 .75 .625 .625
VALIANT and BARRACUDA 198, 225 IL6	66-70 66-69	M M	3 3	Ξ	5.5 ¹⁶ 5.5	5 5	_	= \.		BB ¹⁷	9-Co. ¹⁴ 6-Co,	9.25 9.125	6.0 6.12	Li. Li.	. 156 . 156

All W/273, 318 V8 (3-speed) All W/273 V8 (4-speed) All W/Torque Flite. 318, 340, 383 V8 (4-speed) 318, 340, 383 V8.	. 66-68 M 4 . 66-70 A 3 . 67-70 M 4 . 69-70 M 3 . 70 M 4 . 8 Rear end lift and carry. 8	- 5.0° - 6.75° - 1112' - 6 - 519' - 6.5 No periodic change req'd. ster battery. 12 '68, 340 ant; '70, Barracuda 4.0.	& 383 V8, 12.0 pts: '69-'	- BB ¹⁰ - Aub. WC - BB - BB - BB 5.5. ¹⁰ All '66-'68 70, 11-15 pts. ¹³ '64 40; 383, 11.0. ¹⁹ '70	3-Co, 9.5 ¹⁵ 6.5 ¹ 3-Co, 9.5 6.5 9-Co, 10.5 ¹⁸ 6.5 9-Co, 10.5 ¹⁸ 6.5 12-Co, 11 7 Aub., 3-Co, 18, 10-Co; '69, 12-Co, 10, 318, 340 Barracuda, 4.0;	5 Li 156 Li 156 — — — — — — — — — — — — — — — — — — —
VAUXHALL Victor, Envoy Viva, Epic. Victor, Envoy (Automatic) Viva, Epic. Viva, Epic. Viva, Epic, Victor, Envoy Victor, Envoy (3-speed) Viva, Epic. Victor, Envoy (4-speed) Viva, Epic. Victor, Envoy Viva, Epic. Viva, Epic. Viva, Epic. Viva, Epic. Viva, Epic.	. 66 M 4 66-67 A 2 . 67-68 M 4 . 68 A 3 . 68 M 3 . 68 M 4 . 69 M 4 . 69 M 3 . 70 M 4	000 miles in HD operation	on 12 000 6 Not requ	ired 7 Between for	k and cable at transmission	Cable .1567 Cable .12514
VOLKSWAGEN 1200, 13009, 1500, 1600 1500 Type I 1600 Type III VW 1-1600 Auto Stick Shift VW 3-1600 1600 ¹⁶	. 69 A ¹² 3 . 69 A 3 . 70 A ¹² 3 . 70 A 3 . 70 M 4 ¹ Overdrive high gear. ⁸ Se	to 30 mph for 30 miles ma	ximum. In excess disconn	ect driveshafts or suspecting 15 mph. 12 S	6-Co. ⁴ 7.08 ⁴ 4.52 Dia. 7.08 ————————————————————————————————————	7 — — — — — — — — — — — — — — — — — — —
VOLVO All "B18" Engine models. All Auto. Trans. All (exc. P1800, 123GT, 144). P1800, 123GT, 144. 130, 140, 164, 180012, 142, 144, 145. P1800E.	. 66–68 A 3 . 67–68 M 4 . 67–68 M 4 . 69–70 M 4 . 70 M 4 ¹³	driveshaft. 7 '68, 144; '6	12000 — 6 24000 — — 24000 — — 24000 5 24000 5 24000 5 24000 5 24000 1pts. 4 Not requires, 59–70 all, Cable, 1/8 in, tra	— BB AC — FS/BB — BB AC BW — BB red. ⁵ Push in neutavel at yoke. ⁸ 144,	6-Co. 8.5 — Dia. 8.5 — al. 25 mph, then engage 1.25. 9 Indirect high g	Li. ¹ .375 ² Hyd. 7 Hyd., 7 Mech. 7 Mech. 1/8 ¹⁴ low. 10 W/OD, 3.
MOLSELEY 6/110	¹ Lever at N till 25 mph reach	ir and water cooled. BE	6000 1 Lift rear wheels or discon	b—Cable. Co—Co	6-Co. 9.5 — Overdrive high gear. il. Dai—Daikin. Di WC—Water cooled.	Hyd 125 a—Diaphragm.

DRIVELINE AND DRIVE AXLE

			1	PROPELL	ER SHA	FT					DRIV	E AXLE			
					Univer	sal Joints							Lubrica	nt	
MAKE & MODEL	YEAR	Туре	No. of Sec-				Lubrica-	Туре	Gearing	Back- lash	Cap.		Gr	ade	Change
			tions	Make	No.	Туре	tion			(Ins.)	(Pts.)	Туре	Sum- mer	Winter	Interval
ACADIAN and BEAUMONT															
All. Acadian ¹ 250 IL6, 283, 327 V8 Beaumont Beaumont 230, 250 IL6, 307, 327 V8. Beaumont 396, Acadian 350 V8 ¹ .	68-69	0 0 0 0	ot Bosum	Own Own Own Own	2 2 2 2 2 2 2 1	CY CY CY	None None None	SF SF SF SF	Hyp Hyp Hyp Hyp	.005-8 .005-8 .005-8 .005-8	3 32,9 39 32,9	MP ³ MP ³ MP ³	80 80 80 80	80 80 80 80	4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4
	Drain and	refill at o	overhaul o	ont.	'68, 3.75.	duty axle	es; H.D. 3.5.	3 08	- 69, With	Positrac	tion diff.	use GM I	lube No.	5786991; 7	70, 725985.
American 01 series		0	- 1	Me	2	CY	_	SF	Hyp4	.004	2.5	HP	90	90	3
Classic OHV6 Ambassador, Classic, Marlin, (V8). 6 Cyl. models, Rambler Rebel, Ambassador, Javelin, AMX	66 67–70 67–70	TT TT O O		Me Me Spi Spi	1 1 2 2 2	CY CY CY CY	Ξ	SF SF SF SF	Hyp ⁴ Hyp ⁴ Hyp ⁴ Hyo ⁴	.004-8	2.5 3.25 2.5 ¹⁸ 3.3 ¹⁴	HP MP Hyp ⁶ Hyp ⁶	90 90 80 80	90 90 80 80	3 3 3
	Drain & r	efill at ove	5 or 3 5 v	v. 4 '68	3-'69 limi	ted slip di	fferential opti	ional.		ube for l.s			290, 343		
AUSTIN	Javeime	aparity 2.	301 3.3 4	1, 200 OI 5	4) engine.										
Austin-Healey Sprite, Sprite Mk II, III Austin-Healey 3000	66-67 66-70	O O 2	1	HS HS HS	2 2 4	CY CY	CL-IM CL-IM	FF FF SA ²	Hyp Sp ¹⁴	.007-912	1.5	HP HP	90 90 6	80 80	6000 6000
A60 Cambridge A110 Westminster 1800 1100 Auto ¹⁵	66–67 66–70	0	1	HS HS	2 2 4	CY	CL-IM CL-IM 3	FF FF 2	Нур Нур	.007-9 ¹² .005-7 ¹²	2.25 3.25 6	HP HP 6	90 90 6	80 80 6	6000 6000
	Swing axle	es-front v	wheel driv	HS e. ³ Pr in Americ	epacked.	2CV 4 Oute	er, CV; inner,	SA ² cross and	d yoke.	5 Helical	spur.	6 In unit	with engi	ne. See en	gine specs.
BMW			. 0, 1145	an runciic											
1800, 1800TI	66-68 Rear joint	O rubber.	2 TI.	0028-48.	21 4 Capa	CY city of sli	CL-4M ding joints (2	SA	Нур	002-42	1.44	HP	90	90	12000
Skylark Gran Sport, Sportwagons	66	0	1	Sag	2	CY				007.0		MDI	00	0.0	
Special, Special Deluxe, Skylark V6, V8	66	0	į	Sag	2	CY	Not req'd. Not req'd.	SF SF	Нур Нур	.007-9	2 2	MP ⁴ MP ⁴	80 80	80 80	5
Le Sabre, Wildcat	66	0	2 2	Sag Sag	219 320	CY CV ²⁰	8	SF SF	Hyp Hyp	.007-9	2.25 ²¹ 3.56	MP ⁴ MP ⁴	80 80	80 80	5
Le Sabre, Wildcat, Electra	67-68	0	2	Sag	19	CY19	8	SF	Нур	.007-924	425	MP4	80	80	5
Station Wagons	67–68 67–68	0	1	Sag Sag	2 2	CY CY	Not req'd. Not req'd.	SF SF	Нур Нур	.007-924	2.25 ²⁵ 2.25 ²⁵	MP ⁴ MP ⁴	80	80 80	5
Special & Skylark	67-68	0	i	Sag	2	CY	Not rea'd.	SF	Нур	.007-924	2.2525	MP4	80 80	80	5
All Except Riviera		0	1	Sag	2 3	CF CF-7	Not req'd.	SF	Hyp	.006-8	326	MP ⁴	80	80	5
	GM lubric	ant No. 5	786991 for	Sag r ltd. slip	axles: '70.	GM lubr	8 icant No 725	SF 5985	Drain ar	.006-8	3.5	MP4	80	80 8 Lubric	ate w/No.
	consister	ncy water	resistant l	ithium EF	grease.	19 2 sin	gle. I double	constant	velocity.	20 1 sir	nole 2 do	uble consta		ty.	ate w/140.
	² Special 30	Dacity 3	, 2.93.	28 V6 std.	., 3.23; at	to., 3.08.	24 '68, .0 350 & s/was	006-8.	25 1968 S	pecificatio	ns;	2 5 -4	1 . C.L		25-1-
	Wildcat, ca	apacity 3.	5 pts.; El	ectra 225,	capacity	3.5 pts.; I	Riviera, capac	city 3.5 p	ts. 26	13-4400 se	ries; 4500	series, 2.5	; 46-4800,	3.5	7 '70, CV.

CADILLAC 60, 62, 63, 75, 68-69000	66 67	O 213	Sag	214	CV	8	SF	Нур	9	4.25	MP ¹²	80	80	7
Eldorado	67-69	0 2	Sag	4 2		Not reg'd. Not reg'd.	2 SF	Hyp	-	3.25 4.515,17	MP MP ¹²	80	80 80	7
680, 681, 682, & 68300 series	67-70	0 2	Sag Sag	3	CV CV16	Not rea'd.	SF	Hyp	3	4.515	MP12	80	80	7
	haul only.	nal-drive assemb	ubricate only	at time o	of overha	ul. 9 Mea	sured at	outer circ	cumference	of tire tre	ad, max. +	in.	nd refill a	
	12 '67-'69 For	controlled differ	ential use GI 15 '68, 4. 25 p	M lubricar	nt No. 57	786991; '70, (es uses 3 Cro	SM 72598	85. 13 e joints.	'66–'67, 68	8000 series 4, 25: Eldo	, 1; 69000 se rado 3, 75.	eries, 2.	14 '66-'67	7, 68000
CHECKER												00	00	15000
All.		0 1	Spi Spi	2 2		MP	SF ² SF	Нур Нур	.004-9	2.5	HP Hyp	90	90 90	15000 15000
	1 140 gear oil	every 1000 miles	. ² Dana	model 44.										
CHEVROLET Corvair All	66-69		_	_	_		1	Нур	.005-8	3.25	MP10	80	80	8
	¹ Diff. integra	l with engine and									action, use	GM lubric	ant 57869 80	91.
All Except Corvair	70	0 1	Own Own	2 2	CY	Not req'd. Not req'd.	SF SF	Hyp	.005-8	4.91	MP^2	80	80	3
	¹ Large carrie	r; small carrier,	4.5; Corvette	c, 3.75.	2 '69, 1	Positraction of	diff. use C	o H.D.	ant 57869	91; '70, GN	M 725985. Corvette 3 2	³ Drain	& refill at	
Chevy II, Nova 4, 6 Cyl., V8	66-68	0 1	Own	2	CY		SF		.005–8	3.257	MP ³	80	80	4
	69-70 ³ Positraction	REFER TO C	HEVROLE	786991.	4 Drain a	and refill at o	verhaul o	only. 7	66, 4 & 6	cvl., 283 V	8 & all '67.	3: All '68 d	capacities	3.75 pts.
Chevelle 193-230 6 Cvl., 283, 327 V8	66	0 1	Own	2	CY	Not req'd.	SF	Нур	.005-8	3	MP ³	80	80	6
Chevelle 396 V8 (360 hp.)	66 67-68	0 1	Own Own	2 2	CY	Not reg'd. Not reg'd.	SF SF	Hyp Hyp	.005-8	3.75 310	MP ³ MP ³	80 80	80 80	6
Chevelle 325 hp 396 & 327 V8	67-68	0 1	Own Own	2 2	CY	Not reg'd. Not reg'd.	SF SF	Нур Нур	.005-8	310 310	MP ³ MP ³	80 80	80 80	6
	69-70	REFER TO C	HEVROLE	T ABOVE	Z							00		
Camaro		diff. use GM lub	Own	2		d refill at ove Not reg'd.	SF		.005-8	34 pts	MP ²	80	80	3
	69-70	REFER TO C	HEVROLET	ABOVE	i.	ge only at ove		4 '68, 3						
Corvette	66	0 1	Own	2	CY	None	SF	Нур	.005-8	3.25	MP ³	80	80	4
Corvette 327 V8 Corvette 427 V8	67-68	0 1	Own Own	2 2	CY	None None	SF SF	Нур Нур	.005-8	3.125 3.125	MP ³ MP ³	80 80	80 80	4
	69-70	REFER TO C	HEVROLE	ABOVE	C.	d refill only at	toverhau	d						
All	66	0 1	Own	2	CY	Not reg'd.	SF	Нур	.005-8	3.25	MP ²	80	80	1
250 IL6, 283, 327 V8. 396, 427 V8.	67 67 68	0 1	Own Own	2 2	CY	Not req'd. Not req'd.	SF SF	Нур Нур	.005-8	3	MP ² MP ²	80 80	80 80	1
All	68	O I efill at overhaul	Own	2	CY	Not rea'd.	SF	Hyp	.005-8	4	MP^2	80	80	1
CHRYSLER														
All	² Front, ball a	O 1 and trunnion; rea	Own	2 voke: '66-	BT ^{2,10} -'67 cross	s & voke.	SF 6 Not red		.006-8	39 onditions.	MP ¹¹ Inspect eve	90 ery 6 mont	80 ⁷ hs.	8
	7 Use SAE 75 MIL-L-2105	if below minus	8 Per	iodic lubr	ication r	not req'd.	⁹ '68, 4 p	ots.; '69,	3, '70, 3.25	5. 10 '69	on, CY.	11 '69 on	, as define	d by
CITROEN All models	66-69	1 _	Own		_	MP	SA	Sp B	.008	2	EP	90	80	12000
	1 Swing axles-	-front wheel dri	ve. ² Wit	h transmis	ssion eve	ery 12000 mile	es.							
BT-Ball & Trunnion. CL-Chassis lubrica	nt. CV—C	Constant velocity	. CY-C	ross & Yo	ke. I	FF-Full floa	ting.				НР—Нуро			
HS-Hardy Spicer. Hyp-Hypoid. Me- Spi-Spicer. TT-Torque tube. WB-V	-Mechanics.	MP-Multi-p grease, WD-	Worm drive	ube. ()—Open	. SA—Sw	ring axles	. SF-	-Semi-floa	ting. S	ag—Saginav	w. Sp-	Spiral be	vel.

				PROPELL	EI SHA	FI					DICIV	E AXLE			
			1-5		Univer	rsal Joints							Lubrica	nt	
MAKE & MODEL	YEAR	Type	No. of Sec-					Туре	Gearing	Back- lash	Cap.		Gr	ade	Chang
		Турс	tions	Make	No.	Туре	Lubrica- tion	Турс	Gennig	(Ins.)	(Pts.)	Туре	Sum- mer	Winter	Interva
ATSUN 300 & S/Wagon	66-67	0	1	Own	2	CY	24000	SF	Нур	.004-8	1.8	MP	90	80	2400
3001, 1600	. 68–70	0	į	Own	2 2 2 2	CY	3	SF	Нур	.0039-79	1.6	MP	90	90 80	30000
000, 1200 500, 2000, 240Z, Sports	66-70	0	1	Own Own	2	CY	3	SF1	Нур Нур	.004-8	1.6 2.06	MP MP	90	80	3000 3000
	1 '68 only. 6 '66-'70, 10	² '68-'	70, 1300, ; '70, 2402	1600 sedan Z, 2.1.	; s/wago	n SF.	³ 30,000 mile	es. 4 '6	6-'70, 160	0, 2000; '7	0, 240Z,	strut. 5	2000; 16	00, 240Z,	.004–8.
ODGE ll 6 cyl and V8 (except 426)	66–70	0	1	Own	2	CY	13	SF	Нур	.006-917	316,20	MP ¹⁸	90	80	None
26 V8 (Hemi)	. 66–70	0	, i	Own	2 2	CY	13	SF	Hyp	.004-919	4.516,20	MP18	90	80	None
		_9. 18	'69, as de	fined by M	4.0 pts. IL-L-210	5B. 19	6 cyl., 273 V '69, .006-8,	8, 2.0 pts except 93	s., others 3	20 '70,	9, 318, 2; 7¼ in. a	340, 383, xle 1.75 p	ts., $8\frac{1}{4}$ -8	4 pts. 34 in. axle	e 3.5 pts.
IAT	93/4 in. ax	le 4.5 pts	•												
0 Sedan, Convertible, Coupe, Racer		1	_	_	_	-	_	SA1	Нур	.0039	3.7	HP	90	80	1000
500 Sedan, Convertible		0	2 2	Fiat Own	2	CY	CL CL	SF SM	Нур Нур	.003-47	1.5	HP HP	90 90	80 80	1000 1000
24 Coupe & Convertible	68-70 Swing axle	O es w/slin	2	Fiat	1	CY	CL torque tube	SM	Нур	.0039-59		HP	90	80	6000
ORD			joines.												
alcon	67-70	0		Ford ⁷ Ford	2 2	CY	36M ¹ 36M	SF SV	Hyp Hyp	.008-12	28 2 59	HP HP ¹⁰	90 90	90 ⁵	3
Heori, Traverier	1 Repack w	ith ILioir	t grease;	use spec a	dantere v	einetall n	lug 3 Ch	ange only	on overha	ul Std a	vlee Fore	Llub CIA	7-19580-	A · locking	g diffs.,
	removable	9580-A,	8. 5 B	elow -25° . 5 pts. w/o	use SAE	80. 12 nes. 4.5 p	289 V8s; 6 cy ts. 9 Rem	l. models lovable ca	Dana & I	Mechanics 10 Std. d	ifferentia	, integral	carrier ax 2C105-A:	le, 2.5 pts limited-sl	lp.
	ESW-M 2	C104-A.	11 Prio	r to I Feb. Ford	'70, later	Fairlane	36M ¹	SF		.008-12		HP	90	903	
airlane, Torino	67-70	0	1	Ford	2	CY CY	36M	SF	Нур Нур	.008-12	2.58	HP9	90	90	4
	1 Repack wi	th U-join	t grease, u	ising adapt	er. 3	Below-25	or SAE	80. 4	Change of	nly on ove	rhaul.	6 '66 inte	gral carrie	er axle, 2.	5 pts;
	ESW-M20	C104-A.	/209 VO,												ıp,
ustang.		0	1	Ford ¹ Ford	2 2	CY	36M ² 36M	SF SF	Нур	.008-12	2.54	HP HP ⁹	90 90	90 ⁵	6
ustang	1 6 cyl., Dan	na & Med	hanics.	² Repack	w/U-join	nt grease,	use special a ole carrier, 4.	dapter, re	-install pl	ug. 4 A	s footnot	e 6 on Fair	rlane.	5 Below -	-25 F.,
'ull-size Ford)	use SAE 8	60. 6 C	hange onl	y on overh	aul. 8	Removal	ole carrier, 4.	9 Std	. differenti	ial, ESW-N	M2C105-A	A; limited-	slip, ESW	-M2C104	-A.
1		0	1	Ford	2	CY	36M1	SF	Нур	.008-12	15	HP6	90	909	7
l	. 67–70 1 Repack wi	O ith univer	sal joint o	Ford	No M-	CY 1C57: use	36M spec. adapte	SF 4 St	Hyp d differen	.008-12	-M2C105	HP4	90 Jeslin FS	90 W_M2C10	7)4_A
	6 Std. axles, 15 '66, 5, 0-5	Ford lub	. M2C50-	A; locking	diffs. add	1 l oz. M2	C58-A per p	t. 7 C	hange only	on overh	aul. 9	Below -25	°F. use S	AE 80.	
ORD (British)				***		OW	250 134	0.0		005 5			00	00	5000
nglia, Consul 315 & Capri	. 66-67	0		HS HS	2 2	CY	250-1M	SF SF	Hyp Hyp	.005-7	2 2	HP HP	90 90	90 90	5000
onsul Cortina & GT.	67-70 Spec, Ford	0	i	HS	2	CY	5	SF At overhau	Нур	.005-7	2	HP ed grease a	90	90	4

HILLMAN															
Minx V, Super Minx Mk IV-V6	66–67 6 Also Husky	O III.	1	HS	2	CY	HP-IM	SF	Нур	.005-9	1.75	HP	90	80	6000
HONDA S600		0	1 3 With	Own chain driv	2	CY	11M	SF	Hyp ³	.0032-47	1.81	HP	80	80	11000
HUMBER Super Snipe, Imperial		0	2	HS	4	CY	HP-1M	SF	Нур	.005-9	3	HP	90	901	6000
IMPERIAL All All	66	0	2	Own Own	3 2	CY		SF SF	Нур	.006-8	3.25	MP MP ⁹	90 90	902	7 7
All	Cannot be	20,000 mile elubricated	s disasse	emble, clear	and repa	ack with	fibrous U-join	t grease.	Hyp Do not , 80; belo		entre bear). Inspect		onths.
ISUZU Bellett	'69, 3 pts., ' 66–69 ¹ Kyodo Yusl	0	1	69 as define KY ¹ ide grease.	2	CY	12M	SA	Нур	.0039–59	1.2	MP	90	80	12000
JAGUAR 3.4, 3.8 Mk 2 (std. trans.). 3.4, 3.8 Mk 2, XK 150 (auto. trans.). 340 automatic, 420G, Mk X E-type, 3.8 S-type 340 std. trans., 420, 4.2 XK-E. 420XJ	66 66–68 66 67–70 69–70	0 0 0 0 0	1 2 2 1 1 2	HS HS HS HS HS	2 3 3 2 2 2 3	CY CY CY CY CY	2.5M 2.5M 8 8	SF SF SF ⁶ FF FF	Hyp Hyp Hyp Hyp Hyp Hyp	.004-7 .004-7 .004-7 .004-7 .004-7	3.5 3.5 2.75 2.75 2.75 2.75	HP HP HP ⁹ HP ⁹ HP	90 90 90 90 90 90	90 90 90 90 90 90	10000 10000 12000 12000 12000 12000
	⁶ Independen ¹⁰ Maximum,				ings, cam	ber .75°	°± .25°. 8]	No period	lic lubric	ation. 9	Special lu	ibricant req	'd for limit	ed lip dif	ferential.
CJ3B, CJ5, CJ6, DJ3A, CJ5A-6A, C101 Wagoneer, Gladiator	66-70	O O O axles, full	2 1 or 2 1 floating	Spi	4 2 or 4 2 A. 2 pts.	CY	1M 1M 1M (V6, 2.5,	SF ¹ SF ¹ SF	Нур Нур Нур	.004–8 .005–10 .004–8	2.5 ³ 3 2 ⁵	HP HP MP	80 80 80	80 80 80	10000 30000 10000
LAND ROVER Series II, IIA (four wheel drive)	66–70	O 109 models	1 ² s, 2 secti	HS	22,6	CY lso from	90-3M ⁴ t drive axle; ca	FF p. 3 pts.	Sp 4 Pre	.008–10 ⁵ e-packed; di		HP & repack a	90 t 10000 m	80 i. interval	10000 ls.
	67-68			Spi Ford Sag Use Fordl	2 2 2 ube No. M	CY CY CY M-2C16-	MM-1C75A 36M Prepacked B. ⁹ Std. di	SF SF SF ifferential	Нур	.008-12	5.5 4 5 limited-sli	HP ⁴ HP ⁹ HP ⁹ ip, ESW-M2	90 90 90 2C104-A.	90 90 90 ¹⁰	3 3 3
MAZDA 1500 ¹ , 1800 1200, R100	69–70 69–70 1 '69 only.	O O 2 '70, 120	2 1 0; R100		3 2 75. 3,	CY CY 70, 1200	Not req'd. Not req'd. P; R100, 2.54.	SF SF	Нур Нур	.007-8 .006-7 ²	2.5 1.7 ³	HP HP	90 90	80 80	12000 12000
MERCEDES-BENZ All (except 600)		0	2	_ 	3	CY	7	SA	Нур	_	4.4	HP	90	90	12000
All	69	SPECIF O O O	ICATIO 3 2 2	ONS NOT Own Own Own	AVAILA 2 2 2 2	BLE FI CY CY —	ROM MERCE PP PP PP	Own Own Own	NZ. Hyp Hyp Hyp	Ξ	2.0 4.4 5.7	SA SA SA	90 90 90	80 80 80	12000 12000 12000
BT—Ball & Trunnion. CL—Chassis lubrica HS—Hardy Spicer. Hyp—Hypoid. Me- Spi—Spicer. TT—Torque tube. WB—V	-Mechanics.	MP-I	Multi-pu	rpose gear	lube.	oke. O—Ope	FF—Full float n. SA—Sw			aight miner Semi-float		HP—Hypo ag—Saginav		e. -Spiral be	evel.

			1	PROPELL	ER SHA	FT		lage.			DRIV	E AXLE			
					Univer	sal Joints							Lubrica	nt	
MAKE & MODEL	YEAR	Туре	No. of Sec-				Lubrica-	Туре	Gearing	Back- lash	Cap.		Gr	ade	CI
			tions	Make	No.	Туре	tion	Турс	Gearing	(Ins.)	(Pts.)	Туре	Sum- mer	Winter	Change Interval
Mercedes-Benz continued 220, 250 280, 300 SEL8 300SEL 6. 3, 600	70	O O O S only, 3.	21 2 3 2 Dias	Own Own Own gonal,		CY CY CY 6.3, 600 o	Not req'd.	SA SA	Hyp Hyp Hyp es special f	.005–6 .006–7 .006–7	2 4.4 4.4 ³ Prepacke	HP HP HP	90 90 4	80 80 4	12000 12000 12000
MERCURY Comet, All Comet, Montego All	67-70 Repack wi	8 '65-'6	6 integral	carrier ax	le, 2.5 pts	CY CY (se spec. a	36M ¹ 36M	SF SF Change	Hyp Hyp	.008-12 .008-12	28 2.54 4 Remov	HP HP11	90 90 er, 4. Std. differ	90 ⁵ 90 ⁵ Below -2 ential,	3 3 25°F., use
Cougar	67-70	0	1	Ford	2	CY	36M Std. different	SF Fiel ESW	Hyp M2C105	.008-12	2.52	HP4	90	90	3
Meteor	66-70 Repack wi	O ith U-join Ford lub	t grease, u . M-2C50	Ford	2 ter. ² l	CY Below —2	36M ¹ 5°F, use SA 2C58-A per p	SF E. 80.	Hyp ³ Change	.008-12	10 verhaul	HP9	90	90 ² o, ESW-M	8 2C104-A
All	66 57–70 Repack wi	O O th univer	1 1 sal joint g	Ford Ford rease; For	2 2 d No. M- 25°F use	CY CY IC57; use	36M ² 36M spec. adapte	SF SF er. 4'6	Hyp 6 Ford luk	.008-12 .008-12 be M-2C50	O.A. locki	HP ⁴ HP ¹² ng diffs, ac	90 90 ld 10 oz.	90 ⁷ 90 M-2C58-A	per pt.
MG Midget MGB and GT MG 1100 MGB MGB GT	67–70 66 66 66–70 67–70	O O 5 O	1 - 1	HS HS HS HS	2 2 4 2	CY CY - CY CY	8 CL-IM 6 8 8 anit w/eng.	FF SF SA ⁵ FF SF	Hyp Hyp 6 Hyp Hyp	.007-9 .011 005-11 .008 '66-'67, s	1.5 2.25 7 2.25 1.5	HP HP 7 HP HP	90 90 7 90 90	80 80 7 80 80 80	6000 6000 3000
MORRIS 850, Cooper, Super, 1100 Oxford Mk VI	66	s-front v	 l wheel driven n unit wit	HS³ HS e. ³ Ou h engine.	4 2 iter joints; See engine	inner, D	3 CL-1M unlop. No n	SA ² ³ 4F naintenan	5 Hyp		6	6 HP pa; inner o	6 90 cross and	80 yoke.	5 6000
NSU All	66 Swing axle Includes er	1 s—rear w	heel drive	2 Inn	4 er joints c	CY ² ross and	_ /oke; outer j	SA oints Lay	s rub flexible	— e coupling	3.75 ⁴ gs. ⁸ H	MS elical gear	20 s.	20	1000
OLDSMOBILE F85, Jetstar 88. Dynamic 88, Delta 88, 98, Jetstar 1 ¹³ . Toronado. F85 L6 All V8. All Except Toronado.	66 66 66–69 67–68 67–68	0 0 0 0 0 0	1 1 2 1 1 1 1 1	Sag Sag Sag Sag Sag Sag Sag	2 2 4 2 2 2	CY CV	Not req'd. Not req'd. 16,22 Not req'd. Not req'd.	SF SF 17 SF SF 17	Нур Нур	$\begin{array}{c} .0079 \\ .0079 \\ .0068^{21}, 2 \\ .0068^{21} \\ .0068^{21} \\ .0059^{26} \end{array}$	321	MP10 MP10 18,23 MP10 MP10	80 80 80 80 80	80 80 80 80 80	9 9 9,24,27 9 9

250 L.6, 350, 455 V8	70 8 425 V8, 4. 13 Also Starf	O 1 O 2 4. 9 Drain a fire, Vista Cruis 6 final drive asse 350 35400 serie 24 For sustai 1-8600 (455 cu. s. 28 Use Gles. 31 '70, ev	er and Cutla embly. 18 es, .005–9, ca ned high sper in.) 4.375; T M lubricant l	overhaul only	. 10 Fo 36000 mil . No. 1050 ts.; '69 To hauling ch 3000-4400	or anti-Spin of estand every 2015. 20 Corenado 3, 25 ange every 1, 3, 75, 25 Corenado 4, 250 L6, 350	12 month	l use GN is or 1200	00 mile aft	er. Use N	1P lub. '67-	69, not re	q'd.	9,27 9,30 e O ution
403 404 404 204 204, 304 404 504.	66 67–69 68–69 70 70	TT 1 TT 1 TT 1	Own Front Own Rear w	H wheel drive 1 wheel drive	CY domocinetic	CL-1.8M CL-1.8M c— Not req'd. (es Not req'd. ⁵ In unit wit	FF Susp.	WB Hyp	_	2.5 2.5 2 5 2.5 2.1 7'70, 20W		1 90 90 10–30 ⁵ 7 GP90 GP90 8 '70,	80 80 10-30 ⁵ GP90 GP90 S/wagon	3000 6000 ⁸ 9000
PLYMOUTH All 6 Cyl and V8 (except 426)	66–67 68-70	O 1 O 1 REFER TO	DODGE SI	PECIFICAT	CY 1 CY 1 TIONS.	5			.006-9 .004-9	3 4.5 ²	MP MP	90 90	80 80	15 15
PONTIAC (Canadian Models) All	66–69 ² Drain and	O 1 refill at overha	Own	2	CY N	Not rea'd.	SF l use GM	Hyp lubrican	.005–8 t No. 5786	3.25 ⁹ 991 ;'70, (MP ³ GM 725985.	80 9 '67-'	80 69; '70, li	2 ight
(U.S. Models) 252, 254, 256, 262-26000, 27600 Series 400, 428 V8	67-69 2 Drain and	O 1 O 1 refill at overhau Grand Prix mod	al only. 3	2 2 '66-'69, for l	CY CY imited slip	o differential	SF	Hwn	.005-9 .005-9 .No. 57869	3.75 2.25 ⁵ 991; '70, C	MP ³ MP ³ M 725985.	80 80 4 Pre-p	00	2 2
Tempest Tempest and Firebird 6 OHC Tempest and Firebird 326 V8 Tempest 400 V8 Firebird 400 V8 Tempest and Firebird	67–68 67–68 67–68 67–68 69–70	0 1 0 1 0 1 0 1 0 1 0 1	Sag Sag	2 2 2 2	CY 3		SF SF SF SF SF	Hyp Hyp Hyp Hyp	.005-9 .005-9 .005-9 .005-9 .005-9	2.5 2.25 ¹⁰ 2.25 ¹⁰ 2.25 ¹⁰ 2.5 2.515	MP6 MP6 MP6 MP6 MP6 MP6	80 80 80 80 80 80	80 80 80 80 80 80 80	14 14 14 14 14 170, 2, 25
PORSCHE 356A, 356B, 356C	66 66–69 70 1 In unit wit	SPECIFICAT h transmission , 5 pts change	ONS NOT	AVAILABLE	E FROM	PORSCHE	SA ¹ SA	Sp Sp	4	3	GL HP	90 90	80 80	10000
RENAULT Alle R12, R16TS R16TA	66–70 70 70 1 Not used, 1 5 '69–'70, .00	rear engine-rear 05-10. 6 70	Ren Front Front drive, and f , R4, R8, R8	wheel drive - wheel drive - ront engine fi S, Gordini, R	CY4 -	l drive. 2	SA SA SA Lubricati 6. 7'70	Sp SP SP ion in cor 0, use on	.004–8 ⁵ — mmon with	3 5.5 h transmis TF200.	EP EP ² ^{2,7} sion. ⁴ R	80 80 4, Homo l	_	6000 6000 20000
BT—Ball & Trunnion. CL—Chassis lubrica HS—Hardy Spicer. Hyp—Hypoid, Me- Spi—Spicer, TT—Torque tube, WB—V	-Mechanics.	MP-Mult	i-purpose ger	ar lube. C	ke. FI)—Open.	F—Full floati SA—Swi	ing. Gi ng axles.	L—Strai SF—	ght minera Semi-floati	al oil. I	HP—Hypoid g—Saginaw	d gear lube Sp—S	e. Spiral bev	vel.

			F	PROPELL	ER SHAI	T	1				DRIV	E AXLE			
					Univer	sal Joints							Lubrican	nt	
MAKE & MODEL	YEAR	Туре	No. of Sec-				Lubrica-	Туре	Gearing	Back- lash	Cap.		Gr	ade	CI
			tions	Make	No.	Туре	tion			(Ins.)	(Pts.)	Туре	Sum- mer	Winter	Change Interval
ROVER 3 litre	66-70	0 0 0	2	HS HS	3 2	CY CY	SAE90 1,4 3 At tigh	SF SA ¹	Sp Hyp	.007 ³ .005–8	3 2.51	HP EP	90 90	80 80	9000 20000
SIMCA 1000, 1118 ⁷	66-70 69-70	=		Ξ	_	_	=	5 8	Hyp Hel	. 004–6	6 . 7 5	EP EP	80 80	80 90	Yearly ⁹ 8000
SKODA	Differentia Biff. integr	l integral ral w/tran	with engi	ne and tra front whe	nsmission el drive.	swing ax 9 1000;	de shafts. 118, 8000 m	⁶ Total tiles.	rans-axle	cap, 3.1 p	ots.; '69, 1	118, 3.5 p	ts. 7'(69–' 7 0.	
1000 MB	66-70 ² Fixed axle	centre ho	using with	h swinging	half axles	_	_	SA ²	Sp	_		EP	90	80	6000
STUDEBAKER All	66 Disassemb	O le, clean 8	l repack w	Spi vith U-joir	2 at grease a	CY t 20.000	3 mile intervals	SF 4 V	Hyp 8 2 5 pint	.003-6	2.14	HP	90	90	17
SUNBEAM Alpine V, Rapier V Imp Mk, II Minx Deluxe, 1725, Arrow, Alpine Coupe Tiger 260 Alpine GT	66-68 66-69 66-70 66-68	0 0 0 0	1 1 1 2	HS ¹	2 2 2 3	CY CY CY CY	HP140-1M	SF SF SF SF SF	Hyp Hyp Hyp Hyp	.005-9 .0035-55 .005-9 .004	1.75 4.59 1.75 2.5	HP HP HP HP	90 80 90 90 90	80 75 80 80 80	6000 15000 6000 ¹⁰ 6000 8000
THUNDERBIRD All	66 67–70	O O	nission.	Spi Ford	2 2	CY CY	6M ¹ 36M 66, 100M or	SF SF	Нур	.004-9	5.5	HP HP2	90	905 905 905	4
Crown, Deluxe, Custom. 700, 700 Deluxe. Land Cruiser FJ40, FJ45, FJ55. Corona. Crewn, Corolla. Corona II, RT62772, Hi-Lux	66-67 66-67 66-70 66-70 67-70	0 0 0 0 0	1 1 24 1 1 1 1	e only on o	2 2 4 2 2 2	CY CY CY CY CY CY	Not req'd. Not req'd. Not req'd. 12M Not req'd. Not req'd. Not req'd. None	SAE 80. SF SF SF SF SF SF	Hyp Hyp Hyp Hyp Hyp Hyp	5 pts. .0051-71 .0051-67 .006-8 .005-7 .005-77	1.8 1 4.5 2 2	HP HP HP HP HP	90 90 90 90 90 90	80 80 80 80 80 80	12000 12000 12000 12000 12000 12000 ⁹ 12000
TRIUMPH TR4, TR4A. Herald, 12/50, Spitfire, Sports 6, 2000. 1300. GT6. GT6, Spitfire III, TR6.	66-67 66-68 67-68 67-68 69-70 Herald, Sp	O O O O itfire, Spo R4 and 20	1 1 rts Six, 1.	HS HS HS HS O; 2000, 1	2 4 2 2 .75 pts.	CY CY 7 CY CY ⁹ 3 None ined, refil	t axle, full flo	SF ⁴ SA Hyp SA erald, Spi 3.P. 5.52	Hyp Hyp Hyp .004 Hyp tfire, Spor	.004-6 .004 .004-6 1 .004 ts Six and	1.5 1.5 ² 1.25 HP	HP HP HP HP HP		80 80 80 80 optional s	60006 60006 8 8 wing axles.































VALIANT and BARRACUDA													
All 6 Cyl	. 66–67	0 1	Own	2	2, 5	SF	Нур	.004-6	2.0	GL412	90	808	200005
All V8		0 1	Own	2	1 5	SF	Hyp	.004-7	2.013	MP	90	80	6
Alı,	68-70	REFER TO	DODGE S	PECIFICATI	ONS.								
	1 Front ball	and trunnion:	ear, cross an	d voke: '66-'6	8, CY (both).	² Every 2	0.000 mile	s disassemb	le clean	and repack	with fibro	us Ulioint	grease
	5 Inspect eve	ry 6 months.	6 No perio	dic change re	d. 8 Use SA	F. 75 betwee	en minus	30F 12	67 Mp	13 '66-'6	7 3	us C-joini	Breuse.
VAUXHALL		.,	Tio point	are change re	q a. occor	and the section			or,p.	00	,,,,		
	. 66–70	0 1	LIC	2	CV N.	I CF	17		2 52	MD	00	00	
Victor, Envoy	. 66 70	0	HS	2 2	CY Not req	d. SF	Нур		2.52	MP	80	80	1
Viva, Epic			HS	2 170 2	CY Not req	d. SF	Нур	.006-8	1.253	MP	80	80	1
	Drain and	refill at overha	ul only.	69, 3; 70, 2	5. 69, 1.5	0 '70, Viva,	Epic . 25,	GI models	2.5.				
VOLKSWAGEN													
All	. 66-68		_			SA	Sp	1 '	3	GL	90	80	150004
1200, 1500, 1600	. 69-70					SA	Sp Hyp ⁵	1	3,6	GL	907	806,7	4
	1 Etched cn	matched gear s	ets. 3 Lu	brication in co	mmon with tran	smission: to	tal cap. 3	5 pts. for	200s. 5 p	ts. for 1500	s.		
	4 '66-'67, sea	sonal; '70, not	rea'd. 51	500, 1600; 12	00 spiral bevel.	6 Automa	tic transn	nissions, 150	00. 4. 4 pt	s: 1600. 1	75 pts.: wi	nter 90	
	7 '70, SAE 90	0 exc. in cold c	imate use SA	AE 80.									
VOLVO													
"B18" Engine models	66 60	0 2	HS	2	CY —	SF	Hyp	.0032-59	2 256	HP5	90	90	120001
P1800E	70	0 2	HS		CY Not req	d. SF	Нур			HP	00	80 90	120001
142, 144, 145, 164	70	0 2	HS	3	CY Not req		Нур		2.3	HP	90 90	90	
142, 144, 143, 104	1 (1						Пур	.004-8					
	3 '40 '40 O	repack rear wn	eel bearings	with wb grea	se every 25,000 r	niles; 00, cr	lange arte	r first 3,000	then eve	ery 24,000;	69, 3,000	only.	
	00-09, .00	04-0.	ilmited-slip.	. 09, 102	model, 2.8.	' 70, nrst 3	,000 miles	s only.	70, 104	only 2.8.			
WOLSELEY													
6/110	. 66	0 1	HS	2	CY CL-IM	3/4F	Нур	-		_	_	-	_
4													
BT-Ball & Trunnion. CL-Chassis lubric	ant. CV-	Constant veloc	ity. CY-	-Cross & Yok	e. FF-Full	floating.	GL-Str	aight miner	al oil.	НР-Нур	oid gear lu	be.	
HS-Hardy Spicer. Hyp-Hypoid. Me	-Mechanics.	MP-Mult	i-purpose ge	ar lube. O	-Open. SA-	-Swing axle	s. SF-	-Semi-float	ing. S	ag-Sagina	w. Sp-	-Spiral be	evel
Spi-Spicer. TT-Torque tube. WB-	Wheel bearing	grease. Wl	O-Worm dr	ive.							By sales		

STEERING AND FRONT SUSPENSION

			Manua	al Steeri	ng	Pow	er Steer	ing	Front				Steering		
MAKE & MODEL	YEAR	Make	Туре	Gear Ratio	Gear Lube. Type & Grade	Make	Туре	Gear Ratio	End Ass'y Type	Caster (Deg.)	Camber (Deg.)	Toe-In (In.)	Axis Incl. (Deg.)	Toe-out*	Shock Absorber Make & Type
ACADIAN and BEAUMONT 9000, 71000 Series		Sag M speci		20 24 24.0 ing gear riable ra	t t lube No. 5	Sag Sag Sag Sag 5263437;	Li Int Li ⁶ 70, No.	204 17.5 17.5 ⁷ 1051052	Co	1P± .5 1N± .5³ .5P± .5 Sport Deluxe mode	.5P± .5 .5P± .5 .25P± .5 els, Caster .5N	.250375 .12525 .12525 ± .5. 4 '67	8.75± .5	18.5 ⁵ 18.4 18.5 67, 18.8.	Delco-Dir Delco-Dir Delco-Dir 6 '69, Int.

AA—Alford & Adler. All—Allinquant. Arm—Armstrong. AT—Arm type. AU—Auto Union. Ben—Bendix. Bur—Burman. BD—Burman-Douglas. CG—Cam Gears. CL—Cam and lever (or chassis lube, where applicable). Co—Coil springs. CP—Cam and peg. CR—Cam and Roller. DB—Daimler-Benz. Dir—Direct acting. FS—Fichtel & Sacks. Gab—Gabriel. Gem—Gemmer. Gir—Girling. Int—Integral. LBG—Lithium-base grease. Li—Linkage. LS—Leaf springs. Mon—Monroe. New-Newton. RB—Reicriculating ball. RP—Rack and pinion. Sag—Saginaw. Stab—Stabilius. TB—Torsion bar. WBN—Worm & ball nut. WG—Warner Gear. WN—Worm and nut. WP—Worm and peg. WR—Worm and roller. WS—Worm and sector. *Outside wheel angle with inside wheel at 20 degrees.



CANADIAN ACME SERVICE PARTS

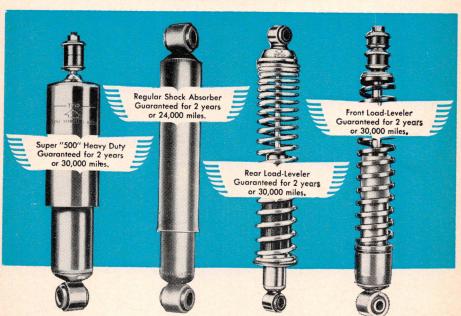
DIVISION OF CDN. ACME SCREW & GEAR

207 WESTON ROAD, TORONTO 167, ONTARIO.

PHONE 767-1131



Provides complete numbers of MONRO-MATIC® SHOCK ABSORBERS FRONT AND REAR LOAD-LEVELER® STABILIZING UNITS for U.S., Canadian & Imported Cars & Trucks

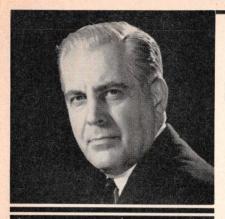


PRECISION UNIVERSAL JOINTS

With Precision you get the industry's Let Precision show you how to servbest catalogue replacement guides. Three lines . . . three catalogues.

ice, sell and install U-Joints more profitably.

			Manua	al Steeri	ng	Pow	er Steeri	ing					C		
MAKE & MODEL	YEAR	Make	Туре	Gear Ratio	Gear Lube. Type & Grade	Make	Туре	Gear Ratio	Front End Ass'y Type	Caster (Deg.)	Camber (Deg.)	Toe-In (In.)	Steering Axis Incl. (Deg.)	Toe-out*	Shock Absorber Make & Type
AMERICAN MOTORS American 01 Series Marlin & full-size Rambler Javelin, AMX All	. 66-69 . 68-70 . 70 1 '70, to	Sag Sag Sag ⁴ 12;1. cyl. mo	dels Ger	desired	'67, 5N5	cas, .5-	RB ¹⁶ 1.5, cam	. ± .37 .5P.	Co Co 5, toe-ir	0°-5°12,15 0°-5°12,15 5 to +.517 12 a at 30' camber, .1'69, .375N375P Power +.5 to 1.	. 14 '68-'69,	. 125± .06 .125± .06 .375 .125 .125 ² .3 '70, outside of CL. 15 '68–	6.5 6.2 6.5 7.75 wheel angle '69 Rebel &	18 17.8 18 22 ³ w/inside wh Ambassadd	Gab-Dir Gab-Dir Gab-Dir Delco-Dir neel @25°. or 0° to 1°.
A-H Sprite, Sprite Mk II, Mk III. Austin-Healey 3000, 3000 MK III. Mini & Auto., Cooper, Cooper S. A99, A I 10 Westminster A60 Cambridge 1100 America 1800. A-H Sprite Mk III.	. 66-67 . 66-70 . 66-67 . 66-67 . 66-70 . 66-70 . 67-68	CG - - - - - P140.			HP90 HP90 GL140 HP90 HP90 HP90 MP90 ¹ EP140 s 1° positive suspension	e. 4 T	oe-out a	t front	Co Co 4 Co Co 6 6 Co wheels:	3 2 3 1.25 1.5 6 ⁷ .25 ⁸ 3.125 in, toe-in at 1 ber ³ / ₄ °P±1; '69-'	1P 1 1-33 .5 .75-1 .5P ⁷ 1.58 .75 rear wheels. '70, caster 3°±	.062125 .062125 .0624 .125 .062125 .0624 .125 0125 5 Sprite Mk I			Arm-AT Arm-Dir Arm-Dir Arm-AT Arm-AT 6 6 Arm-AT
					Hyp90 on struts.	Boge	Atos, F	TOS32.	Co1	3±1	.5±1	.0787	8± 1	19± 1	Dir ²
BUICK Special Le Sabre, Wildcat, Electra Riviera Riviera Le Sabre, Wildcat, Electra 45, 46, 48000 Series 49000 Series	. 66–67 . 66 . 67–68 . 68 . 69–70 . 69–70 . 11 '69, U	Sag Sag Sag Sag Sag Use GM e Sabre	man. 1 5; Wild	6.5, por	ectra, 17.	Wildcat,	man. 17.	Wildca 25°P+	Co Co Co Co Co 1052. at & Ele	.5N± .5 IP± .5 IP± .5 IP± .5 IP± .5 .75± .5 IP± .5 .75± .5 IP± .5 .75± .5 IP± .5 .75± .2 .20± .20± .20± .20± .20± .20± .20± .20±	. 16 '66, Le S	abre, power, T	4 10.75 models, 24.1		Delco-Dir Delco-Dir Delco-Dir Delco-Dir Delco-Dir Delco-Dir Delco-Dir
CADILLAC 60, 62, 63, 75, 68-69000. Eldorado. 680, 681, 682, 683, 69700. Eldorado.	. 66-67 . 67 . 68-70 . 68-70 ² Adj. r		within	 	- - oth sides of e; 12.2 @ f	Sag Sag Sag Sag car. ull turn;	Int Int 5 3 '68, lef 69700 se	17.5 16.1 16 ⁶ ,11 6,11 t wheel	Co TB Co TB ; right,	1N± .5 ² 2N ² .5N—1.5 .5N—1.5N ⁹ .125P– .375N; '69' '69-'70, .375P– .	.125N3751 0±.375 .187257 .125N375 .375P375N.	Ps .18725 .063±.063 .1875125 Ps .1875125 5 '68-'69, '70125-250.	8 6 10 612 69700 series,	18.1 18.15 18.1 18.1 integral; a , 1.5N-2.5	Delco-Dir Delco-Dir Delco-Dir Delco-Dir Il others variable N.
	. 66-70 1 At l		RB ber.	24	MP90° 70, HP90.	Sag	RB	17.5	Co	2P	.5-1.5	.0612	71	17.5	Gab-Dir
CHEVROLET Corvair		Sag Sag	RB RB	18 18	8	=	Ξ	=	Co Co	2± .5° 2P+.255	IP± .59,10 IP± .51	. 25 3756,10 . 18 31 ¹	6.5±.5 6.5±.5	18	Delco-Dir Delco-Dir



BYRON KING President



C. S. (CHUCK) WOOD General Sales Manager

BYRON KING LIMITED

94 MILLWICK DRIVE WESTON, ONTARIO

Canadian Distributor for:

JOHN BEAN AUTOMOTIVE SERVICE EQUIPMENT

- WHEEL ALIGNMENT
 WHEEL BALANCING
- CHASSIS DYNAMOMETER
 SAFETY SERVICE
- BODY/FRAME SERVICE TIRE CHANGING

H. C. SCHILDMEIER CO. AUTO & TRUCK WHEEL BALANCERS

24 sales and servicemen across Canada are available on the above fine lines of automotive equipment.

						1	0 1 1 1 1 1					1 1		1 1	
			Manu	al Steeri	ng	Pow	er Steer	ing	Front				Steering		
MAKE & MODEL	YEAR	Make	Туре	Gear Ratio	Gear Lube. Type & Grade	Make	Туре	Gear Ratio	End Ass'y	Caster (Deg.)	Camber (Deg.)	Toe-In (In.)	Axis Incl. (Deg.)	Toe-out*	Shock Absorber Make & Type
				Series											
Chevrolet continued Corvair, All	68-69	Sag	RB	18	8	_		_	Co	1P± .511	.75P± .512		2 7± .513	18.514	Delco-Dir
Corvair, Air.	Front	& rear.	OK	ear whee	els, .125	375. 8 75°P.	Use GN	A spec. s	steering	gear lube No. 526	3437. Wit	hin .5° of opp	posite side.	10 Camber	r (rear) IN to 0;
Chevy II		Sag	RB	20	1	Sag			Co	1P± .5	.5P± .5	.250375		18.5	Delco-Dir
Chevy II, Chevy Nova			RR	24	1	Sag be No. 526	Int	17 51	Co	.5P± .5 3 '67, 17.5.	.25P± .5		0 8.75±.5	18.5	Delco-Dir
Chevelle	66-67	Sag	RR	24 0	1	Sag	Int	17.5	Co	.25±.52	.75± .52	01252	8.25±.5	18.4	Delco-Dir
Chevelle		C	DD	244	1	Sag	Int	17.55	Co 105105	$\begin{array}{cccccccccccccccccccccccccccccccccccc$.5P± .5	. 125 250	8.25±.5 5N+ 5.266-	18.46 67 caster	Delco-Dir
	.5P±	.5, toe-	in, . 125	6/.25.	3 Super S	port N.5	± .5.	4 '69-'7	0, optio	nal 20;1. 5 69-	70, 16 to 12.4;	variable rati	10. 0 09, 18	.75, optior	nal 18.0; 70, 18.0
Monte Carlo	. 70	Sag	RB	. 24	1 luba Na	Sag 1051052.	Li 2 '70	16.12 to 12		.5± .5	.5P± .5	.125± .25	8.25±.25	18.6	Delco-Dir
Camaro	67_70	San	RR	241		Sag	Int	17.5	Co	.5P+ .53	.25P± .53	.12525	8.75± .54	18.5	Delco-Dir
	4 '70, 10	9, $\sqrt{8}$, $\sqrt{2}$	8; 70,	24. 2		special stee	ering ge	ar lube i	5263437	; '70, No. 1051052					
Corvette	. 66-67	Sag	RB	16	3	Sag	Li Li	16	Co	1± .54 1P+ .57,8,10	.75± .54.5 .75P+ .58,9	.187313	7± .5 29 7± .511	18.5 18.5	Delco-Dir Delco-Dir
Corvette	3 '68-'6	9, Use	GM spe	cial stee	ring gear l	ube No. 5	26343; "	70, No.	1051052	1P± .5 ^{7,8,10} 2. 4 Caster & co	amber with .5°	of opposite si	ide. 5 Rear	camber .5	N± .5.
	9 '70, R	ear cam	ber .87	$75N \pm .2$	5; toe-in p	er wheel .	03125-	09375 e	ach whe	eel must be adjuste	ed independantl	y. 10 '70, 1	Must be withi	n .5° of op	posite sides.
(tull-size Chevrolet)							1000			250. 51	250 . 51	125 25	75.5	10	DI D
All	67-70	Sag	RB RB	24	1	Sag Sag	Int	17.5 17.5	Co	.25P± .51 .75P± .5	.25P± .51 .25P± .5	.12525	7.5±.5 7.5±.5	18 18 ⁷	Delco-Dir Delco-Dir
All	¹ Must	not var	v more	than .59	between 70, all 16.		4 '67-	69, Use	GM spe	ecial steering gear	lube No. 52634	37; '70, No. 1	051052.	69, all exce	ept Impala &
CHRYSLER BC1	. 66	Own	WBN	1 24	MP90	_	_	_	TB	0-N1	.2575L10	.125	7.5	18.8	Own-Dir
BC1, BC2, BC3.	66	-		-	MP90	Own	Int Int ¹⁸	15.7 15.7	TB TB	.25-1.25 .5N± .51.4	.2575L ¹⁰ .5P(L) ^{1,5}	.125	7.5	18.8 17.7 ¹⁷	Own-Dir Own-Dir
All	1 '70, ca	IS 5+	. 5025, 0	cam. left '69-'70,	.5P± .25	, right 1.2	25± .25,	toe-in	. 125± .	0625. 4 Power	steering, .75±	5. 5 Righ	t, .25P. 10	Right, 0	
CITROEN All ID & DS	. 66–70 ¹ Specia	Own	RP ment re	15 aujred fo	MP or adjustm		Li Nitroge		2 ,	1.51	.251	0117	-	-	Built-in
DATSUN			RB	15	MP80				Co	1.5	1.5	.12	6.50	_	Tokico-Dir
1300, S/Wagon	. 66-70	Own	CL5	14.85	MP805	\equiv	=	_	Co	1.5	1.42	.0812	6.37	_	Tokico-Dir ⁵ Kayaba-Dir
Datsun 1000	. 69–70	Own Own	RB RB	15.1 15.0	MP90 MP90		_		Li Strut	1.17±.5	1.08±.5	.1624	6.92		1
13002 1600	. 70	Own	RB RB	15.0 15.0	MP90 MP90	=	=	_	Strut Strut		1±.58 1.17±.5	$.24\pm .354$.12244			Kayaba-Dir Kayaba-Dir
1600 S/Wagon	. 10	Own Own	RP	17.8	NLGI#2	2 -		_	Strut	2.92±.5	.83±.5	.0820	12.17±.5	.: 150	Kayaba-Dir
	1 /U, K	ayaba-I . Kayal	Jir, I of	kico-Dir.	2 '68	only. 3	70, 160	JU, cas.	2± .5, c	amb. 1.17±.5.	4 '70, toe-in .	0004.	'70, type RB	ratio 150	lube IVIP90;
	SHOCK	, . Lujui				SCHOOL STATE	No learning		7.10.10					The state of the s	







coil

64 ULTRA DUTY A premium Series shock AT9

- series. interchangeable with absorber 62
- Never a For control. maximum harsh ride. suspension

4000

Comfort and stability under conditions. a wide range of operating



SUPER DUTY AT7 **62** Series

Precision

built shock

ab-

sorber.

6975

Jeanne Mance, Montreal 303, P.Q.

Tel.: (514) 272-8291

BD All.

FIA 850 1500 1500 All

Falc Falc Falc May

ARMSTRONG BEVERLEY

ENGINEERING LTD.

3

One

way

0:1

circulation

Comparable only in size to

original equipment.

For comfort, safety and de-

moves all the oil all the time.

pendability.

			Manu	al Steer	ing	Pow	er Steer	ing	Front			- 1	Steering		
MAKE & MODEL	YEAR	Make	Туре	Gear Ratio	Gear Lube. Type & Grade	Make	Туре	Gear Ratio	End Ass'y Type	Caster (Deg.)	Camber (Deg.)	Toe-In (In.)	Axis Incl. (Deg.)	Toe-out*	Shock Absorber Make & Type
ODGE															
D1, 2; BW81, 2			WBN WBN	24	MP90 MP90	Own Own	Int Int	15.7 15.7	TB TB	0-1 ⁹ .5N± .5 ⁴	.2575L ¹⁰ .5P(L) ⁷	.125 .125	7.5 914	18.8 ¹¹ 17.7 ¹⁵	Own-Dir Own-Dir
l	69-70 ¹ '70, ca ¹⁰ Right	s5±		. L5+	MP90 ± .25, R 17.8.					.55631 4 Power steering, 1 in, and 122 in, V	.75P± .5.	. 125 0313 Right, . 25P.	8 Made in		Own-Dir Power, .25-1.25
AT	reight	., 0		W 1, 2,	17.0.	L	J, IC 2	.525.	12	i in. and 122 in. v	v.B. 10.0, other	18 17.0.	U.S. models,	10.1.	
0 Sedan, Convertible, Coupe, Racer 00 Convertible	66-70	Own Own	WS WR	13 16.4	GL90 GL90	_	Ξ	=	LS ¹ Co	9 2.17	1± .25	.1182,3	4.33	_	Riv-Dir Riv-Dir
00 Sedan		Own	WR WR	16.4	GL90 GL90	=	=	Ξ	Co Co	3.17 2.25	.5	.11818	6	_	Riv-Dir Riv-Dir
	1 Indep	endent,	transve	rse leaf	spring, wi	shbones.	² Sed	an, .236	, not la	den. ⁸ Fully la	den. 4 Coup		le, camber,	$5\pm$.3, toe-	in, .118± .039.
ORD	66	Ford	RB	22	8	Ben	1:	16	Co	0+1	25 + 75	25 1 125	7.5	17 75	Ford-Dir
lcon	67-68	Ford	RB	227	8	Ford	Li Li	16	Co	0± 1 .5N± .5	.25± .75 .25P± .5	.25±.125 .25±.125	7.5	17.75 17.75 ¹⁰	Ford-Dir Ford-Dir
averick	70	Ford	RB RB	27 ⁷ 22.1	8		Li Li	17 17	Co Co	75 5±1	. 25 . 25± . 75	3/16 ,18 7 5	7.5 7.5	17.88 18.48	Ford-Dir Ford-Dir
	7 '69, O	ptional,	16; 70	, 22.10	nly.	Ford, C3A	4-19578	-A,	10 '68, 18	8.125,					

Fairlane	66 Ford 67–68 Ford 69–70 Ford Ford, C3AZ-	RB RB	22 22 4 22 6 '68, 18.1	Ben Ford Ford 7 '70,	Li Li Li 17.81.	16 16 17	Co Co	0±1 .5N±.5 75	.25± .75 .25P± .5 + .25	.25± .125 .25± .063 3/16	7.5 7.5 7.5	17.75 17.75 ⁶ 17.88 ⁷	Ford-Dir Ford-Dir Ford-Dir
Mustang	66 Ford 67–68 Ford 69–70 Ford Ford lub. C3 '68, 7.5.	RB RB		Ben Ford Ford cyl.; V8, 0± , 0±1.	Li Li Li I.	16 16 17 8 Also Ga	Co Co Co ab & Mo	1± 1 ³ .25P± .5 .25 ¹³ on. ⁷ Handling	.5± .75 1P± .5 .75 g pkg., 16.	.25± .125 .188± .063 3/16 8 V8, 6.875.	7.5	18.75 ⁹ 18.75 ¹² 18.68 20.15; V8	Ford-Dir ⁶ Ford-Dir Ford-Dir manual, 19.15.
All	66 Ford 67-68 Ford 69-70 Ford Ford lubrica	RB RB	24 ² 24 ² 24 ² 9, C3AZ-19578	Ford Ford Ford	Int Int Int	17 17 16	Co Co Co	1±.5 IP±.5	.25± .5 .5P± .5	.125250 .188± .063 3/16		18.1 18.125 19.4	Ford-Dir Ford-Dir Ford-Dir
Consul Cortina	66-67 5 66 5 5 69-70 5 Arm type at	RB RB RB	14 HP90 15 90EP 16.4 EP90 16.4 EP90 4 Vehicle lader	=	Burma	n. 6,7	Co Co Co 70, — .0	34 1.2-2.7 .9N± .6P .9s .9°54'-+0°36'.	.67-2.17 1-2.5 1-2.3 7'70, 025.	.0621254 .062125 .1420 .127	5.64 4.25-5.5 6.4-7.9 6.23-7.53	17-18 5 17.5-18 —	Arm-Dir ¹ Dir Dir Dir
	66-67 Bur ⁸ Or Woodhead		14.5 HP90 e. ⁵ Super,	.75± .5.	7 Outsi		Co 20°, ins	.5± .255 side, 22°. 8 Or	.5± .25 Cam Gears ty	. 125 vpe PQM.	5.25±.25	7	Gir-Dir ³
	66–67 Own Full lock; in		15 MP2 34–36, outer 2	26-28.	-	-	ТВ	3	1.5± .25	.114122	6.5± .5	1	Own-Dir

See key to abbreviations on page 153.

ELECTRONIC HEAVY DUTY WHEEL BALANCERS MODEL HD AND CB

FOR PASSENGER CARS AND TRUCK WHEELS

The easiest to operate machine in the field. Never any stopping, squatting, or under-car work.

No shifting of balancer and wires around the car. Bumping tires up to speed or burning rubber to stop is completely eliminated.

Never a worry of dragging brakes or tight front end.

Absolutely no road testing and no guesswork!



CAPACITY

HD — Balances statically and dynamically all passenger car wheels or light trucks, with or without wheel drum assembly.

CB — Balances all passenger car wheels & trucks statically and dynamically, with or without drum assembly.

Size

32 inches long, $21\frac{1}{2}$ inches wide, $38\frac{1}{2}$ inches high. Weight: 450 pounds.

H. C. SCHILDMEIER CO.

312 North Senate Avenue Indianapolis, Indiana 46204 U.S.A.

Canadian Distributor:

BYRON KING LIMITED

94 Millwick Drive Weston, Ontario, Canada

nothing comes up to Visualiner[®] alignment

After all the claims and counter-claims, ask yourself this question, "Whose aligner is most specified, most widely used throughout the country, and most often praised by car manufacturers as well as by the men who operate alignment equipment?". You'll find the answer is, John Bean's Visualiner. Why? Because it is accurate. It gives you rifle-scope readings on caster, camber, toe and front end play. Then it projects them on a large, easily read screen—magnified eight times for clarity. So easy to read that your customers can see and appreciate the precision job you're doing for them. And, there are many other features which are unique and exclusive to the Visualiner. But instead of listing them in cold print here, why not see them demonstrated?



AUTOMOTIVE SERVICE EQUIPMENT

JOHN BEAN

DIVISION Lansing, Michigan 48909





VISUALINER has become the standard of the industry. Easy scope reading, remote controls, multiple installation...the very ultimate in alignment accuracy!

BYRON KING, LTD.

94 Millwick Drive, Weston (Toronto) 486, Ontario Phone (416) 749-4650 • Telex 06-219774

	11/3		Manu	al Steer	ing	Pow	er Steer	ing	Front				Steering		
MAKE & MODEL	YEAR	Make	Туре	Gear Ratio	Gear Lube. Type & Grade	Make	Туре	Gear Ratio	End Ass'y	Caster (Deg.)	Camber (Deg.)	Toe-In (In.)	Axis Incl. (Deg.)	Toe-out*	Shock Absorbe Make & Type
HUMBER Super Snipe IV, V, Imperial	. 66-67 4 Outsid	Bur le wheel	RB 20°, in	18.3 side, 22	HP90 .2°± .5.	Bur N.B. A		18.3 nent spec		.5P or laden vehicle.	.75± .25	.125	8.25±.25	4	Arm-Dir
IMPERIAL All	3 l oft	375+		t, .125± 0-+.5.		Own CY3, lef 7.2; '68-'	t 5+	15.7 25, right	. 25+	.75± .5 ¹¹ .25; '68 L+ .5± .2 RB. ¹⁰ '69, .5-	3 25; + .5 preferre 25; '70, .125±	.125 ¹⁰ ed. R+.25± = .03125.	19 . 25; + . 25 pi . 70, . 25 to	18.68 referred; '69 1.25.	Own-Dir 9, 525.
Bellett	. 66–69 1 Full lo		RP er 36, c	uter 33	MP1 or 2	-	_	-	Со	.5	1.5	.118	7.5	1	Dir
3,8 Mk 2 XKE, 2+2 Mk X, 420, 420G XKE 4.2 340 XJ	. 66 . 66–68 . 67–70 . 67–68	Bur	RB RP RP RB —	20.3 - 20.3 - 20.3 - 9 21.	MP140 CL _ LBG MP140 _ 5 to 13.	Bur 8 - 8 8	Int CR 8 RP	21.4	Co TB Co TB Co Ind	0± .5 2± .5 0± .5 2± .5 0± .5 2-5P± .25	.5± .5 .25± .25 .5P± .5 .25P± .5 .5P± .5 .5P± .25	.062125 .06125 0125 .063125 0125 1/16-1/8	6.75 4 8 6.75 1.5		Gir-Dir Gir-Dir Gir-Dir Gir-Dir Gir-Dir Gir-Dir
KAISER-JEEP All (except Wagoneer, Gladiator) Wagoneer & Gladiator (6-327) Wagoneer Gladiator (6-232) C-101 Jeepster Jeepster	. 66–69 . 66–68 . 67–69 . 70	Sag ⁵ Sag GEM Sag	RB WR CR	24 24 24 24.1	0 & 170 32	Sag Sag Sag	IWT Int Some m	17.5 17.5 17.5 nodels, G	LS LS LS LS LS w.R. t	3 2.5-3.5 3 3 3 *Torsion bar in	1.5 1.5 1.5 1.5 1.5 1.5 nd, fr. susp opt	.0509 .0509 .019 .0509 .0509 .ional. 4 CJ	7.5 7.5 7.5 7.5 7.5 5 & 5A, CJ6		Mon-Dir ² Mon-Dir Mon-Dir Mon-Dir Mon-Dir Mon-Dir L50, FC170, IL-L-2105-B.
	66-70	Bur	RB	15.62		_	_	_	LS		1.5	.047094	7	_	WM-Dir
LINCOLN-CONTINENTAL All All except Mk III Mk III All Mk III Continental	. 67–68 . 68 . 69–70	=				Ford Ford Ford Ford Ford	Int Int Int Int Int Int	17 17 17 17 17 17	Co Co Co Co Co	1.5N±1 1.5N±.75 1±.5 -1.5 1±1 +1.5	.5±.75 .5P±.5 .5±.5 .5	025 .125±.063 3/16±1/6 ½8 .125 0±.125	7 7 7.75 7.75 7.75 7.75	17 75 17 75 18 1 17 71 ² 19 28 18 70	Gab-Dir Ford ¹ -Dir Ford-Dir Ford-Dir Ford-Dir Ford-Dir
MAZDA 1500 ¹ , 1800	. 69–70 . 69–70 1 '69 on	ly. 2	RB RB '70, 12	5 6 00; R10	EP90 EP90 0, Cas. 2, ca	_ am9±	_ 1;		Co Strut 0 sedan;	.5±.33 2.5±.75 ² s/wagon 7.83; R	$1\pm .33$ $.83\pm 1.0^{2}$ 100, 8.001.	.125 .125 4 '70, W/inside	8 8.166 ³ wheel at 38	31 ⁴ 31 ⁴ °. ⁵ 19.	Dir Dir 5–22.1.
MER CEDES-BENZ 220, 230, 250 280, 300, 600 220, 250 280	'66-'68 . 69 . 69 . 70		RB RB RB RB RB	22.7 22.7 22.7 22.7 22.7 22.7	able from M — HP90 HP90	Mercedes- DB DB MB MB	Benz of Hyd Hyd	15.7 17.210					Ē		Dir Dir Dir-FS ¹³ Dir-FS ¹³

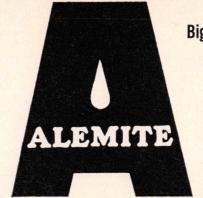
1971 Canadian Service Data Book

THE BIG LINE

Big in portable wheel aligners



ALEMITE offers a Truly Portable Aligner . . . Works with complete Accuracy indoors or out on the Driveway.

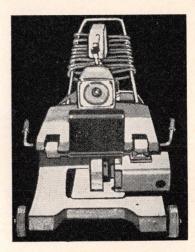


THE BIG LINE



THE BIG LINE

Big in on-the-car wheel balancing



ALEMITE offers a Complete line of Electronic and Mechanical Portable Wheel Balancing.

THE STEWART-WARNER CORPORATION OF CANADA LIMITED, BELLEVILLE, ONTARIO

		la est	Manua	al Steeri	ng	Pow	er Steer	ing	Front				C. ·		
MAKE & MODEL	YEAR	Make	Туре	Gear Ratio	Gear Lube. Type & Grade	Make	Туре	Gear Ratio	End Ass'y Type	Caster (Deg.)	Camber (Deg.)	Toe-In (In.)	Steering Axis Incl. (Deg.)	Toe-out*	Shock Absorbe Make & Type
Mercedes-Benz continued 300	70 70	MB MB vailable	RB RB for 300	 , 600.), SL8 o	HP90 HP90 10 280, 30 nly. 16+.3	MB MB 0 SEL/8	Hyd Hyd ; SEL/6 70, SEL	17.2 ¹⁵ 17.3 .3 16, 6	11 00, 17, 3		+. 20 20 +. 16+. 33 ble wishbone, 30 6 '70, ±. 0394.	.0787 ¹⁶ .2362 ¹⁶ 0, 600 plus Ai	Ride. 12	<u></u>	Dir-FS ¹³ Dir-FS ¹³ 1633.
MERCURY Comet Comet Montego Montego	. 67 . 68 . 69–70	Ford Ford Ford C3AZ-1	RB RB RB RB 9578-A.	22 22 22 22 22 8 '7	7 7 7 7 7 0, 17.81.	Ben Ford Ford Ford	Li Li RB RB	16 16 16.1 16.1	Co Co Co	0±1 .5N±.5 5	. 25± .75 . 25P± .5 + . 25 .5	.25± .125 .25± .125 .14 3/16	7.5 7.5 7.5 7.5	17.75 17.75 18.125 19.148	Ford-Dir Ford-Dir Ford-Dir Ford-Dir
Cougar		Ford		19.91 19.91 ord C3A		Ford Ford 3 '69,		16 16.18 4 '69, .7	Co Co 75, '70, 0	.25± .5 + .25 ± 1. 5 '69, 18	1P± .5 +14 .68.	.188± .063 3/16	7 7.5	18.75 18.67 ⁵	Ford-Dir Ford-Dir
Meteor Meteor	67	Ford Ford Ford ubricant	RB RB RB ESW-1	24 24 24 M-1C87	3 3 3; '65–'68, C	Ford Ford Ford 3AZ-1957	Int Int RB/TI 78-A.	17 17 3 17 5 @ .2	Co Co Co 25° camb	+1±.5 1P±.5 +1 er. 9'69, 19.4	.25± .5 ⁷ .5P± .5 +.5 4; '70, 19.16.	.12525 .188± .063 3/16	7.5 ⁵ 7.5 7.5	18.1 18.125 18.125 ⁹	Ford-Dir Ford-Dir Ford-Dir
Mercury	67	Ford Ford Ford ubricant	RB RB RB No. ES	24 24 24 5W-M-1	1 1 1 C87A; '65–'	Ford Ford	Int Int RB/TI Z-19578	17 17 3 17 A 3	Co Co Co @ .25°	+1±.5 IP±.5 +1 camber. 9 '69	.25± .5 .5P± .5 + .5), 19.4; '70, 19.	.12525 .188± .063 3/16	7.5 ⁸ 7.5 7.5	18.1 18.125 18.125 ⁹	Ford-Dir Ford-Dir Ford-Dir
MG Midget. Magnette Mk IV. MGB & GT MG 1100. Midget.	66 . 66–70 . 66 . 67–70	CG lastic su	RP CL RP RP RP spensio	15 _ _ n w/rub	HP90 HP90 HP90 HP90 EP140 ber cone sp	- - - - - rings and	- - - - - - I hydrau	_ _ _ _ ulic inter	Co Co Co Co Co	3P 1.5 7 6 3 ion between from	1P .75/1 1 .5 .75 t and rear.	0/.125 .062/.125 .063094 0624 0125 Toe-out at fro	6.5 6.5 8 10 6.75 ont wheels.	- - - - -	Arm-Al Arm-Dir Arm-Dir I Arm-AT
## MORRIS 850, Cooper, Super Oxford Mk VI 1100 110	. 66 . 66 1 Rubbe			its; Hyd	GL140 HP90 HP90 Irolastic aft				Co 4 1° positi	3 1.5 6 ve. * Toe-out	1-3 ² .75/1 .54 .at front wheels	.062 ³ .062/.125 .062 ³ s; .125 in, toe-	9.5 6.5 10.0 in at rear wh	eels.	Arm-Dir Arm-Dir
NSU All			RP	-	CL	_	_	-	Со	_	_	.04-6	-		Boge-Dir
GLDSMOBILE F-85. Jetstar I, all 88 & 98. Toronado.	66-70 66-70 1'70, 16 9'66, .2	.1 to 12	. 4 varia P; '70, .	125P±	.375.	Sag Sag Sag 2N±.5 '68-'70, From' 70	N.5-NI	17.51 17.51,1 17.5 ¹² 6–'69 G	TB M steeri	.5N-2N 1N± .5 ¹⁰ 2.5N-1.5N ² ng lube, 5263437 400 series; 36400	N.25-P.5 .25N5P .25N5P ⁹ ; 70, No. 10510 -38600 series, v.	.125187 .125187 0062 .52. 8 Powe ariable ratio 10	9 11 11 rsteering, 17 5.0 to 12.2.	18.6 18.3 ⁸ 18-2 ¹³ .7,	Delco-Dir Delco-Dir Delco-Dir



Handles from narrowest 3" \times 10" mini-wheels to $14\frac{1}{2}$ " wide \times 15" sports car specials, even 11" super-wide rims and up to 17.5" truck tires.

CANADIAN CURTISS-WRIGHT, LIMITED

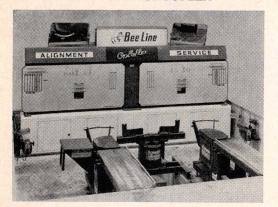
500 CARLINGVIEW DRIVE, REXDALE, ONT. • TELEX 02-29647 • TEL. 677-3930

			Manua	al Steeri	ng	Pow	er Steeri	ng	Front				Steering		
MAKE & MODEL	YEAR	Make	Туре	Gear Ratio	Gear Lube. Type & Grade	Make	Туре	Gear Ratio	End Ass'y	Caster (Deg.)	Camber (Deg.)	Toe-In (In.)	Axis Incl. (Deg.)	Toe-out*	Shock Absorber Make & Type
PEUGEOT 403, 403/7. 404. 204, 304. 404. 504.	. 66–69 . 68–69 . 70 . 70	Own Own Own Own	RP RP RP RP RP RP	17.6 18.6 18.6 21 18.6 22.2 al telesc	CL CL CL CL CL CL opic type w	ith helica		and lov	Ind-L Strut Strut Strut Strut ver wish	S 2±1 2±1 .5 6.5±.5 2±.5 2.33±.5 bone. '66, Swayb	.2± .75 .5± .75 .5 .75 .5± .75 .5± .75 .63± .5 ar added,	2± 1 ¹ 1/16 1/16 .094± .094 .156± .094	_	17.5 - - - - -	AT Own-Dir Own-Dir Own-Dir Own-Dir Own-Dir
All	. 67-69 . 70 1 '70, Le	Own eft; R models,	18.1.	18 24 24 25. 6 1 17 '68.	MP90 MP90 MP90 Power, .25- L@ .5± .2 B., 18,8, ot	Own RB -1.25. ⁷ 5: +.5 p	referred.	15.7 15.7 15.7 5. 8 R+.2	BRI. B	.5± .562 R2: 17.8. 13 Pe	.2575L ⁷ .5P(L) ¹⁴ , ¹⁹ +.5±.25 ¹ .5wer steering,	.125 .125 .125±.031 75P±.5, ¹⁴ 1	Right, 25P.	18.88 17.716,20 20 15 U.S. m . 25 25, t	Our Dir
PONTIAC (Canadian models) 7000, 75000, 76000	. 66 . 67–70 1 '67–'6	Sag Sag	RB RB M speci	24.0 24	1	Sag Sag	Int Int	17.5 17.5 ³), No. 1	Co	.25P± .25 ² .75P± .5 ² Must not v	.25P± .25 ² .25P± .5 ary more than .		7.5± .5 7.5± .5 heels. 3 '6	18 18 ⁴ 9–'70, 16.1	Delco-Dir Delco-Dir to 12.4:1
(U.S. models) Full-size Pontiac Catalina, Executive Bonneville ³ 252, 256, 26200 ser. 27600 Gr. Prix	. 69 . 70 1 To 12 gear la	Sag Sag . 2 varia	3437; '7	o. 2 Ex	7 scept Grand 051052.	Sag Prix, wit	th 1° car	17.58 16.11 16.110 nber; G	Co Co rand Pri	1.5N±.5 1.5N 1.5N±.5 1x 9° with 0° carr 12.2. 9 With	.25P± .5 .25P .25P± .5 aber, toe-in 18. 0° camber.	0125 0125 0125 3 And Grand 10 '70, To 12.	8.5±.59 8.52 8.511 Prix. 7'66 4 var. rat.		Delco-Dir Delco-Dir Delco-Dir M special steerin ; exc. 27600 ser.,
Tempest	. 66-68 . 69-70	Sag Sag	RB RB + 5	2 '66	7 7 8.5, '68, 9. 9 S/wagon,	Sag 5+ 5 wi	th 00 car	17.5 17.58,1 mber. camber	11 Co	1.5N±.5 ¹ 1.5N ^{9,12} 8.4. ⁷ Use GM 0, 16.1 to 12.4 v	.25P± .5 .25P ¹² M special steering ar. ratio. 12 '70	0125 0125 og gear lube 52 0, cas. 1.5N±	92 910 63437. .5, s/wagon 2	18.66 18	Delco-Dir Delco-Dir camber .25P± .5
Firebird. Firebird. Firebird. PORSCHE	. 67 . 68 . 69–70	Sag Sag Sag	RB RB RB	24 24 ² 24 ² ,6	1	Sag Sag Sag	Int Int Int	17.5 17.5 16.44	Co Co Co 2 W/air	0-1P .5P± .5 .597 conditioning, 28 km25P± .125P	.25N75P .25N± .5 .25P ⁷ 3 With P	.12525 0125 .12525	8.25-9.25 8.75± .5 ³ 8.75 ⁵	<u>-</u>	Delco-Dir Delco-Dir Delco-Dir ratio; '70, 16.1
356A, B, C 912, 911, 911S 912, 911T, 911L ³ , 911S, 911E	. 66-67	ZF SPEC	WR RP RP IFICAT	16.5 16.5 16.5 FIONS ni, Boge	Grease NOT AVA	ILABLE Not '69.		PORS E, stru	TB TB4 TB4 SCHE. t. 5 9	5± .5 7.5 6-7.5	.66± .5 5 0± .33	.0412 ¹ .0412 0	4.5 11 7.5	Ξ	Boge Boge ⁵
Caravelle S-4, R8, R10	. 66–68	Own	RP RP RP	24 ² 21 23	CL CL CL	=	=	=	Co TB TB	9 8 2.65±1	1.5 2.5 45	.156 	10 13 13	Ξ	All-Dir All-Dir Dir

1971 Canadian Service Data Book

Thinking of alignment?

New M-2 OPTOFLEX



Sold and Serviced by BEE LINE **AUTOMOTIVE** EQUIPMENT LTD.

brake equipment?

The famous "STAR" line



The new M-2 has 50% greater light projection power.

Will handle all passenger cars and all trucks, regardless of size. Is the fastest and simplest unit to operate.

Never requires calibration and practically no maintenance.

Available in a wide range of pit and floor models.

The new star model 1265 Disc 'n Drum Brake Shop (plus shoe grinder) can reface all disc brake rotors to manufacturers' specifications. Just a half turn of the arbor holding plate allows you to reface all car and light truck drums.

PLEASE WRITE OR PHONE FOR MORE INFORMATION

FULL TRAINING PROGRAM AVAILABLE

Representatives in principal cities across Canada

Quebec 10849, Rue Clarke, Mtl., Que.

Toronto, Ont. 34 Six Point Road 416-231-5613

































			Manua	al Steeri	ng	Powe	r Steeri	ng	Front				c. ·		
MAKE & MODEL	YEAR	Make	Туре	Gear Ratio	Gear Lube. Type & Grade	Make	Туре	Gear Ratio	End Ass'y Type	Caster (Deg.)	Camber (Deg.)	Toe-In (In.)	Steering Axis Incl. (Deg.)	Toe-out*	Shock Absorber Make & Type
Renault continued							7								
R4 R8, R10, R8S R8, Gordini R12	69-70	Own Own Own		24 23 17	CL CL CL	. =	= = = = = = = = = = = = = = = = = = = =		TB Co Co	6± 1 9± 2 2.66± 1	1.5 1.66 1.66	3/32-3/64 3/64-5/64	13 9.5 9.5	5/32-6/3- - 0 125 ³	All-Dir Gab-Dir All-Dir ⁴ Dir
ROVER					ont suspens	ion compr			ont, 4 re						
3 litre. 2000 3500S	. 66–70	1	_	17.6 20.3 	GL140 EP901 — 0°F., 80.	5 2 Hydro	Int CR Steer	15.6 19.36	TB Co Co lamant I	IN .25P± .5 1.5P± .5	2P 0 ± 1 0 ± 1 $70, 0\pm 1$	0- 062 0± .0624 .125± .062		_ = =	WM-Dir WM-Dir WM-Dir
SIMCA						Tiyuru	-Steer.	Ac	iamant i	viaries.	70, 0±1.	'70, Adwest.	6 '70, varia	ble.	
1000 1118 1204	69-70	Own Own		13 13.4 13.4	80EP SAE90 SAE90			=	5 TB	10± 1 8± 1 1.25± .5	1± .25 1± .5 .25± .5	$.25\pm .125$ $.125\pm 1/16$	5.5	Ξ	Dir Dir Dir
SKODA 1000 MB, 1100MB					EP80	_	Ξ.	-	Co	6.5	1.25	. 15 23	_	_	PAL-Dir
STUDEBAKER All	. 66 7 @ 0°	Sag	RB 8 .5 d		CL ¹⁷ e on driver	Sag s side.	RB V8 cor	20 vertible	Co & S/wa	.25P125N ¹⁸ agon, 24. 17 To	0–1P8	. 188 25 baker SP50248	6 ⁷	17-18 x variatio	Mon-Dir
SUNBEAM Rapier Alpine Imp. Minx Deluxe. Tiger 260. Arrow, Alpine GT, Coupe.	66-68 66-67 66-68 67-70 With o	Bur EP Bur EP Bur outside v	RB RB RP RB RP RB wheel at	14.5 14.51 14.5 16.4 20°.	HP90 HP90 EP80 HP90 EP80 EP90 3 Fully lacel, 30.25°.			_ _ _ _ _ ing.	Co Co Co Co Co	.5±.25³ 3.80³ 10±16 .5±.25 3.5 .25N±.5 lignment specs. or	.5± .25 ³ .5± .25 ³ 7.5± 1 ⁶ .5± .25 .5± .25 0+ .75	125 ² 125 ³ .187± .125 .125 .125 .125+ .065	5.25±.25 5.25±.25 3.5±16 5.25±.25 5.25±.25	22.7± .5 22.7± .5 ————————————————————————————————————	1 Arm-Dir4 1 Arm-Dir4 WM Arm-Dir4 Arm-Dir4 Arm-Dir4
THUNDERBIRD All All	67-68	_	_ _ Manua	_ _ al steerir	— — — ng not offere	Ford Ford	Int Int Int 58, 1±.	17 17 17 5; Toe-	Co Co Co in, 3/16:	1.5N±.75 .5P±.57 18 ±1/16. 8'70,	.5± .5 .5P± .5 ±58 cas, 1±1; cam.	.125250 .188±.063 3/16 .75. 9'70.	7 7	19.5 18.125 19.139	Gab-Dir Ford ¹ -Dir Ford-Dir ¹
TOYOTA Crown, Deluxe, Custom. 700, 700 Deluxe. Land Cruiser FJ40, FJ45, FJ55. Corona. Crown. Corolla Corona Mk II, RT62-72, Hi-Lux	66-67 66-70 67-70 68-70 67-70 69-70	Own Own Own e, .28: C	RB WS WS RB RB WR RB Custom, er 32°, o	18.5 18 21 18 20 18 20 .5. outer 27°	GL90 GL90 GL90 GL90 GL90 GL90 GL90 ² Custom,			- - - - - - - - - - - - - - - -	Co TB LS Co Co Co	.331 1.25N25P 1 0±.5 1 .15-45 0±.5 ull lock, inner 38°	1.08 ² 1-2 1 1±.5 1 1.3-2.3 1±.5	.1216 .0412 .122 .08± .04 .08 .0824 .1216	7 17 ³ 8-9 9.5 7 25 7 25 6-7 7 25 inner 35°, ou	4 5 6 7 — — ter 32.5°.	Dir Dir Dir Dir Dir Dir Dir

			Manu	al Steeri	ng	Powe	er Steer	ing	Front	Fire as the			g		
MAKE & MODEL	YEAR	Make	Туре	Gear Ratio	Gear Lube. Type & Grade	Make	Туре	Gear Ratio	End Ass'y	Caster (Deg.)	Camber (Deg.)	Toe-In (In.)	Steering Axis Incl. (Deg.)	Toe-out*	Shock Absorber Make & Type
TRIUMPH					Car A										
TR4, TR4A. Herald, 1200, Spitfire, Sports Six 2000. 1300. GT6. GT+ Spitfire Mk III. TR6.	. 66-68 . 66-68 . 67-68 . 67-68 . 69-70	CG CG CG CG CG	CR4 RP RP RP RP RP RP RP		MP90 MP90 MP90 MP90 MP90 HP90 HP90 HP90	- - - - - - - -	irling-N	Ioproe	Co Co Co Co Co	0 4 2.5P 2P 3.5-1P 3.5P 4P 	2P 2 .75N 0 2.25–1P 2.75P 2P	.125 .0625 .0625 .063125 1/16 1/16	7 6.75 11.5 7 6 6 6.75		Dir ¹ Arm ⁸ -Dir Gir-Arm-Dir Gir-Arm-Dir Gir-Arm-Dir Gir-Arm-Dir Gir-Arm-Dir Arm-Piston
VALIANT and BARRACUDA					ancua ivio		111118-11	iomoc.	T I K	Tack and pinic	on,				
All	. 67–68 . 69 . 70	Own Own Own Own —10 F ower ste	; below,	24 24 MP80;	MP901 MP901 MP901 — below —30	Own Own	Int Int Int RB	15.7 15.7 15.7 Power,	TB TB RB TB .25-1.25.	0-1N ⁶ .5N± .5 ⁸ .5563 ¹⁰ 0-1 ⁷ Right, 0-	.2575L ⁷ .5P(L) ⁹ .525 .2575 .8 Power s	.125 .125 .1250313 .125±.031 steering .75P	12 —	17.6 18 17.5 17.5 ght, .25P.	Own-Dir Own-Dir Own-Dir Own-Dir
VAUXHALL Victor, Envoy. Viva, Epic. Viva, Epic. Victor, Envoy. Viva, Epic. Victor, Envoy. Viva, Epic. Victor, Envoy. Viva, Epic & GTS. Victor, Envoy.	. 66 . 67 . 67 . 68–69 . 68–69 . 70 . 70 . 4 '66–'69 . 5 . 25–6	Bur Bur ⁷ Bur ⁷ Bur Bur Bur Bur Bur 9 Use G 5.25.	12 '69,	22.5 15.5 22.5 ial steeri	9	ee 5263437	- - - - - - - - - - - - - - - - - - -		Co Co Co Co Co Co Co Co 23–8, 23.	.5-3. 25 .25-3 1-2P .5-3. 25P10 .9-1. 9 2.5-3. 512 2.5P-414 2.5-3. 5 Or Cam Gears	.25-1.25 .25-1 0-2P .5-1.75P 0-2 .5-1.5 ¹² 0-2 ¹⁴ 0-2.5 ¹⁵ Ltd. ⁹ Prepa to be within .5 ⁶	.187 .093156 0098 .094156 009 01 0±.0468 01 cked. ¹⁰ S	tation wagon.	18.75 17.5 21.5 21.5 18.75 19 18.75 19 0-3P.	Dir Dir Dir Dir Dir Dir Dir Dir 11 Station wagon, 5 '70, To be
VOLKSWAGEN Beetle. 15007, 1600 (type 3). Beetle & Karmann Ghia.	. 66-70	VW VW	WR				_ _ 	=	TB TB TB	- - 3.3	.5± .25 1.33± .17 .5± .3	.0818 .1624 .1624	Ξ	Ξ	Boge-Dir Boge-Dir Boge-Dir
VOLVO AllAll	. 66 . 67–70 ² 122S, .		CR	15.5 15.5 122S, 0	MP80 MP80 (1P. 41)		 8 rs 5°.		C _o C _o S, 123GT	.75N/.25P ² 0/+1 to 5/32. 7 12	.25N/,5P³ 0/+.5 22S, 123GT, 8.0.	0/.156 0/.16 ⁶ 8 Model	84 7.5 ⁷ 64 only, ZF,	22 21.5/23. Int, 15.7.	Delco-Dir 5 Delco-Dir ⁹ 9 164, Own-Dir•
WOLSELEY 6/110	. 66	-	CL	21	HP90	-	-	-	Co	1	-	-	-	Au	Arm-Dir

See key to abbreviations on page 153.



BRAKES

MAKE & MODEL	YEAR	Maka	Type		Cylinder ore	Wheel C Bo			Drum or I	Disc	Lining & Thic		Bonded	Power Unit	Parking Brake
WAKE & MODEL	TLAK	IVIAKE	*	Std. Brakes	Power Brakes	Front	Rear	Diameter	Max. Oversize†	Max. disc Runout	Front	Rear	Riveted	Make	Operates On
ACADIAN and BEAUMONT 71000 Series (W/organic linings)			Dr	1.0	1.0	1.0611	.875	9.5	.060	_	2.5171	2.0171	В	Ben ³	RW
All (W/metallic linings) Beaumont (W/organic linings)			Dr Dr	.875	1.0	1.068 1.125	.875 ⁸ .9375	9.5 9.5	.060	_	1.25 175 2.5 17 ⁷	5 11755 2.0177	B	Ben ³	RW RW
Acadian (front discs)			DD	-	1.0	1.87515	.87515	11	9		2.2141	16	R17	Ben ³	RW
Beaumont (front discs)			DD		1.125	2.06315	. 937515	11	9		2.2141 2.507 ¹⁴	2.0.1714	R ¹⁷ B	Ben ³	RW RW
71000 Acadian, 73000 Beaumont ¹⁸ . 71000 (power front discs)		Mor Mor	DD	1.0	1.125	1.125 2.9375 ¹⁹	.875	9.5	.060	.0025	1.9346	2.00171	4	Ben ³	RW —
	1 '66-'6	8, prim	ary lini		ness; secon	dary, .2.	3 or Del	co-Moraine.		ary lining thickness,			y thickne	ess . 20.	
					rear .937					. 25-in. disc, 1.215. . 875. 16 Rear lini	11 '68, 1.12 ng length 2 0		imary 1	7. seconda	rv 20.
					ed. 18 M	Not '69.	19 '70, Fr	ont caliper ass	embly.	.ors. recar min	ing length 2.0	, cincincoo pi	mary . I	, second	. 20.
AMERICAN MOTORS	,,		-				0125	0.0			2.0 100	2.0 100	D	14	DW
American 01 Series	66	Ben Ben	Dr Dr ⁸	1.0	1.0	1.0 1.1259	.8125 .8759	9.0	_		2.0188 2.5188	2.0188 1.75188	B	Mor Ben ⁴	RW RW
Classic & American OHV 6 Cyl	66-67	Wag7	Dr	1.0	1.03	1.125	.938	9	_		2.25188	10 2188	В	Ben	RW
All V8, Ambassador & Marlin IL6. American, Javelin 6 Cyl		Ben Ben	Dr ⁸ DR	1.0	1.0	1.09 ² 1.12	941	10	_		2.5188 2.2519	1.75188 2.019	B B	Ben Ben	RW RW
All V8; 6 Cyl. Amb., Reb. S/W	68-70	Ben	DR1	1.0	1.0	1.1812	9413	10.0	14	.005	2.5019	1.7519	В	Ben	RW
	1 Amer	ican, .9		America	n V8, 1.1	3. 8 Rea	ar, .875.	4 Or Morair	ne. 7 Or I		al Bendix disc				
	rear o	lrums, l	U" dia.	n 232 6	yl. model, cyl., 2.0 v	1.093/ tro	V8s optio	rear; Ambassa	scs on front	875 front, .9375 rea:	-'69. Rebel 6.	1.09: '70. Al	1 6 cyl. 1	13: Horn	et. Javelin.
					/V8 eng.,	1.19.	3 '68-'69, A	American V8 8	k Javelin &	AMX, .88; '70, Also	all 6 cyl.	14 '70, All d	scs, thick	ness . 450	
A-H Sprite	66-67	Look	DR9	875		.9375	.875	7.010			1.252	1.2518	7 R7	_	RW
Cambridge, A60	. 66-68	Gir	Dr	. 875	_	. 875	.875	9.0	_		2.5187	1.7518	7 B	_	RW
A-H 3000			DD	.625		.875	.875	11.03	-		1 25 197	2.2518 13 1.2518		-	RW RW
Mini				.75	875	.9375	.75	7.0 10.03			1.25107	2.93718		Lock	RW
Mini Cooper, 1100 America	66-70	Lock	DD	75	_	.9375	.75	7.0 (bot	h)14 —	_	_	1.2513	В	_	RW
1800			DD		_	-		9.28111			7.6	15	R	15	RW
	³ Rear	drums;	front d	iscs, 11.	25 (A-H 30 drum 7,00	000), 10.8	(A99, A11)	ar drum, 9.	pads bonded 13 '69 1.2	d, rear linings riveted		Mk II, bonde 5 '69, 1, 75-		06-67, M	k III, DD.
BMW						. Dis		ai diuii, >.		5 ,150.	ilerieu, o.		ior, dir.		
1800, 1800TI						1.889	.625	10.552	.0398	_	_	1.57		_	RW
BUICK	Rear,	Simple	x. 2	Front di	sc; rear di	rum, 9.84.	° Rear	drums.							
Le Sabre, Wildcat, Electra, Riviera		Ben4	Dr	1.0	1.0	1.125	1.0		003 .060	_	2.25221			Mor ³	RW
Special, Skylark Gran Sport All (front discs)		Ben ⁴ Mor ³	Dr DD	1.0	1.0	1.06259	.93757	9.5 11 ¹³	.060		2.51968 50 ²¹	2.01967	,8 R B	KH Mor ³	RW RW
Special, Skylark, GS400	. 67	Ben	Dr	1.0	1.0	1.125	.937518	9.5	.060		2.51961		R	Mor ³	RW
Sportwagon Le Sabre, Wildcat, Electra, Riviera	67-70	Ben	Dr Dr	1.0	1.0	1.125	1.0 8 1 019	9.5 12	.060		2.51961 2.25222		6 R R	Mor ³ Mor ³	RW RW
Le Sabre, Wildcat, Electra, Riviera	a 0/-/U	Ben	Dr	1.0	1.0^{25}	1.10/31	1.019	12	.000		2.2522	4 44-0	IX	Ivior	I(W
	Dunlor Disc fro ansmiss	nt. dru	n rear. TOS	DS-	-Drivesha	ded or rive ft. Dur out shaft.	-Dunlop	Gir-Gir	Clayton-I ling. Loc Wag—Wag	Dewandre. CL— ck—Lockheed. M gner. *All hydrau	Chrysler-Lock Ior—Moraine. Ilic unless othe	MR-M	idland-Re	oss. R	—Riveted. disc brakes.

MAKE & MODEL	YEAR	Make	Туре		Cylinder ore	Wheel C Bo			Drum or D	Pisc	Lining & Thic		Bonded		Parking Brake
		.v.u.e	*	Std. Brakes	Power Brakes	Front	Rear	Diameter	Max. Oversize†	Max. disc Runout	Front	Rear	or Riveted	Unit Make	Operates On
Buick continued Special, Skylark, GS400	69-70 69-70 69 Or Be Skylar 16 Thick 43-44	Mor Ben ndix. rk, 1.12 cness of 00 Series	DD Slidi Seconda s . 495–	.505: Ot	ary, 2.25– g, .265. hers. 994–	18 '67-'68	some Riv	iera, 1.125.	ick disc, .965;	.004 primary, 2.5196 1.25-in. disc, 1.21 Riviera, .9375. e and lining thickne	5, sec., 2.52 5. 13 45-49	2.0196 2.0196 2.0220 6. 8 Speci 2000 series, 1	3,26 R R al seconda	6. GS400,	. 875.
60, 62, 75, 68-69000. Eldorado. Eldorado (front discs). All (except Eldorado). All (except Eldorado). Eldorado (front discs). Eldorado (front discs). All (except Eldorado) front discs. Eldorado (front discs).	. 67–68 . 67 . 67 . 68–69 . 68 . 69 . 70 . 70 . 2 Or Morear 66 . 9 69700 . second	9000 series; 6 series; 6 lary . 28. 70, inner	9800, 1 12 Se shoe: o	. 125; all ries 680- outer sho	others, .9 1-2-3; Serie e thickness	375. 10	Thickness 5, 698, '68	of secondary 875; '69, 1	lining, 280.	.0025 .0025 2.50- 280; rear 680 965; 1.25-in. disc, 11 Series 680-L-1 t disc, rear drum, ries 680, 681, 682, 6	1.215. 8 T 2-3 primary; s	0230, secon hickness of s econdary, .2	R B R 1 R 5 R 5 R 6 R 6 R 6 Secondary 2.50	lining, .2 97-8, prin	90.
CHECKER All Taxi. Marathon, S/Wagon. Taxi, Marathon, S/Wagon. Taxi, Marathon, S/Wagon.	. 66 . 67–68 . 67–68 . 69–70	Wag Wag Mor Mor b, front	Dr Dr Dr Dr DD and rea	1.0 1.0 1.0 1.0 	1.0 1.0 1.0 1.0 1.125	.8754 1.256 1.08 1.125 2.938 1.00 (sec.	1.254 1.1256 .875 .938	11.00 11.03 11.03 11.0	.060 .060 .060 —————————————————————————	xicabs, all shoes, 2	2.0203 2.25246 2.75229	5 2.25231 2.0203 2.25246 222 ⁹ 222 ⁹ Forward; re	B B R R	Ben Ben Ben Mor Mor 8 '68, 1	RW RW RW RW RW .06,
CHEVROLET Corvair 10100, 10500, 10700 Corvair, All	. 66–67	_	Dr Dr	1.0	- thickness	.875 .875 .20.	. 93 75 . 93 7 5	19.5 9.5	Ξ	= .	2.517 2.017 ⁶	2.017 ⁴ 2.517 ⁶	B B	=	RW RW
Chevy II (W/organic linings) Chevy II (W/metallic linings) Chevy II (front discs) Chevy II. Nova (W/organic linings Chevy II, Nova (W/front discs)	66-67 . 66-67 . 67) 68-70	Ben Ben Mor Ben Mor second	Dr Dr DD Dr DD	1.0 .875 — 1.0	1.0 1.0 1.0 1.0 ⁹ 5, 168, 9.	1.06 1.06 1.875 1.125 1.875 ⁹	.875 .875 .875 .875 .875 .875 or. ⁵ Sec. 125; whee	9.5 9.5 11 9.5 11.0 condary, .29.	.060 .060 .060 .060 .060 .060 .09375, rear .83	.0025 m size 1-inthick di 75. 10 '69, disc i	2.517 ² 1.25175 ⁵ 2.2141 2.517 ² 2.2141 ¹¹ isc, .965; 1.2 ¹ riveted, rear b	in. disc. 1.	B B R B R ¹⁰	Ben ⁴ Ben ⁴ Ben ⁴ Ben ⁴	RW RW RW RW RW
Chevelle (organic linings)	66-67 67-70 2 '66-'70	Ben Mor	Dr DD ary thic	1.0 .875 	1.0 1.125 2. 4 Or	1.125 ¹ 1.125 2.063 ¹⁰	.9375 ¹² .9375 .9375 ¹⁰ Secondary	9.5 9.5 11	. 060 . 060		2.517 ² 1.25175 ⁵ 2.2141	2.017 ² 1.0175 ⁵ 2.017 ²	B B R ^{II}	Ben ⁴ Ben ⁴ Ben ⁴ front, 2.9	RW RW RW 375,

	67 Ben 67-70 Mor Thickness of	Dr 1.0 Dr .875 DD — secondary lining 69-'70, 2.9375.	1.0 1.0 3. 2. 2 O 8'69-70			9.5 9.5 11 lining thick	.060 .060 4 ness, .29.		2.517 ¹ 1.25175 ³ 2.2141 -inthick disc	2.017 ¹ 1.0175 ³ s, .965; 1.25-	B B R in. disc, I	Ben² Ben² Ben²	RW RW RW
Corvette	66-70 — 2 '66-'68; '69, 1 70 Mor	Di 1.0 196. ³ Minim	5 ium size, 1-ii 1.125	1.8756 n. disc, .96 2.9375	13756 5, 1.25-in. d	11.75	1	d, rear bonded.	2.2141 5 '69-'70. 1 2.2141	2.2141 .0. 6'70, f 2.017 ²	B ^{4,7} ront calip R		RW 7 '70, R. RW
Full-size Cherrolet All (organic linings) All (metallic linings) All (front discs) All (front discs)	66-67 Ben 67 Mor	Dr 0 Dr .875 DD — DD — 4 Minimum 3. 10 '69, disc	1.125	1.1875 1.1875 2.063 2.063 ⁸ nick discs,	1 0 1.0 1.0 ⁸ 1.0 ⁸ 965; 1.25-in	11.0 11.0 11 11.75 disc, 1.215	.060 .060 4 4 . 6 Secondar	.0025 ry, .295. 8 '6	2.75168 1.37175 ⁶ 2.2141 2.2141 9, front 2.938	20168 1.01758 	B B R R ¹⁰ O, front 2	Ben ¹ Ben ¹ Ben ¹ Ben ¹ .9375, re	RW RW RW RW ear 1.0.
CHRYSLER All BC1-2-3 (Disc brakes) All (disc brakes) DC1, EC1 DC2, DC3, EC2, EC3 383, 440 Disc	66 — 67-69 — 68-69 Ben 68-69 Ben 70 Ben 70 —	Dr 1.0 DD 1 DD 1.125 Dr 1.0 Dr 1.0 Dr 1.0 DD	1.638 14 1.0 1.125 4. 2'70, 4 ther makes 20'69, 2.75	not specifie	.9375 ¹² .9375 .9375 .9375 .9375 .9375 .9375 .9375 .ess. ¹⁰ C.	11 11.87-9 11.76 11.0 11.0 11 11.75 2, C3 series, 0. 15 '69,	.060 .060 .060 .060 .060 .060 .000		2.7521 ¹⁰ 2.195 8.365 ¹⁷ 2.7519 3.024 ¹⁵ 2.7524 12.9644 ² Minimum thic	kness allowab	B B B B B B B sole for wea		
CITROEN DS 21, DS 19A ¹² , ID 19A, ID B ¹³	. 66–70 Own 8 ID 19A, 1.65	DD — 56. 9 SW, di	_ a., .781.	2.3438 10 Rear dru	.719 ⁹ um, 10; '69,	11.5 ¹⁰ front & rear	. 39 ₁₁ "68 o	nly ID 19, 2, 12	2.255 ¹¹ 525. ¹² [1.375187 Not '69.	B '70, D sp	Own pecial.	FW
DATSUN 1000 1200 & Coupe 1300 & Wagon 1300 . 1600 & Wagon 1600, 2000 Sports 240Z Sports	70 Own 66–70 Own 68 Own 68–70 Own 66–70 Own 70 Own	Dr ¹ .6875 Dr .875 Dr .750 DD .750 DD .750		.8125 .8125 ¹ 1.0 .875 2.00 2.125 2.125 front 1.89	.8125 .81251 .9375 .875 .8125 .750 .875 4, rear .6875	8.0156 8.001 9.0 9.0 9.13 ² 11.18 ² 10.67 ² 6, disc dia. 8.		.0008 .0012 .0010 .0020 .0020 .0008 .0020 disc; drum 9.0.	1.38188 1.38189 1.58177 1.58177 1.563 1.87667 2.032	1.38188 1.38189 1.58188 1.58177 1.575 1.87667 1.575 rum oversize.	B B B B B		RW RW RW RW RW RW
DODGE BDI-2, CDI-2, Coronet, Charger, BDI-2, BWI-2 (disc brakes) Dart IL6. Dart V8. Dart (disc brakes). Polara, Monaco (disc brakes). Coronet, Charger Coronet, Charger CDI, CD3, DD1, DD3, Pol., Mon., 225 ²⁸ , 318, 383 2 bbl. ²⁷ 383, 426, 440hp.	66-70 Ben 66 — 67-70 Ben 67-70 — 67-70 — 67-70 — 67 — 68-69 — 69-70 Ben	Dr 1.0 Dr 1.0 DD 1.0 Dr 1.0 Dr 1.0 DD 1.0 DD 1.0 DD 1.125 Dr 1.0 Dr 1.0 Dr 1.0	1.0 1.0 	1.125 1.125 1.638 1.0 1.125 1.125 ²⁹ 2.375 1.638 ³⁴ 2.0 1.0 1.125 1.125	.9375 .9375 .9375 .9125 ²¹ .9125 ²⁸ .9325 ²⁹ .9375 .9375 .9375	11 10 ¹⁷ 11.87-9 9 10 10.79 11.76 11 11.04	030 26 	.0025		2, 0-, 19 1, 75-, 21,24 1, 75-, 2 222, 20-, 2118,21 1, 75-, 2118,21 25 1, 75-, 2 2, 5-, 1932 2, 0-, 1932 2, 0-, 1937 2, 5-, 19	B	Ben Ben	RW RW RW RW RW RW RW RW RW RW



FOR BETTER WAYS TO SEE AND STOP GO WAGNER®

When it comes to lighting for cars and trucks, there's no overlooking the Wagner Tung-Sol "SEE" line. World leader in flasher sales. Sealed beams and miniature lamps that are proven, established sales giants. The "STOP" line, of course, is Wagner Lockheed brake parts which are "standard equipment" for mechanics everywhere. And Wagner Lockheed brake fluid—the world's largest seller. How much better can you get?



TUNG-SOL INTERNATIONAL CORPORATION

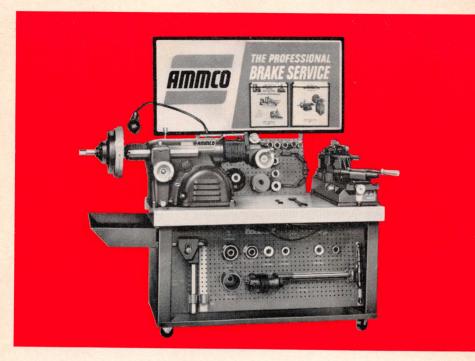
391 ORENDA RD., BRAMALEA, ONTARIO

WAGNER BRAKE COMPANY

100 CLAYSON RD., WESTON, ONTARIO

WA70-IAC

MAKE & MODEL	VEAD	MI	T	Master C Bo			Cylinder ore	1 0 2 E	Drum or I	Disc	Lining & Thic		Bonded	Power Unit	Parking Brake
MAKE & MODEL	IEAR	EAR Make T	ke Type	Std. Brakes	Power Brakes	Front	Rear	Diameter	Max. Oversize†	Max. disc Runout	Front	Rear	Riveted	Make	Operates On
Dodge continued Challenger	70 1 '70, I 2.5- .816 23 '68- rear 6 rear 1	ront & .25.; other r. 69, .93; cvl., 1	17 W/4 makes no 75 75 19. 5 19.	.519; 38 26 engine ot specifie 24 '68. Prin	(except S d. 21 '68 mary from 19. Fury,	5/wagon), -'69, .8125 at 2.519 25 '68, 8 c 29 '68-'6	5. 22 '68 9, rear, 1.75 cyl., 2.75- 1.59, front 1.	Secondary this 3, 2.2519, r 519, Second 19, rear 2.00 638, rear .93	ckness, .25. ear; '68, 1.75 lary 2.5–.25, l–.19; seconda 75. ³⁰ '68–		mess allowable; '70, front 2.5 2.5 for V8s; '6' 2.0024. 2 31 '69, 1.8	front lining in for wear before 19, rear 6 9, Primary 8	ore disc r cyl. 2.0 secondar	eplaceme 19, 8 cyl y front 2 383 4 bbl	. 1.75–.19. 2.5–.19; 440 std.
FIAT 850 Sedan 850 Coupe, Convertible, Racer 1500 Coupe, Convertible 124, 124S	. 66-70 . 66-67 . 67-70	Own	Dr DD DD Di 98, max	.75 .75 .875 .75 a. O.S., .02	.875 2. 7 C	.875 1.772 1.894 1.875 oupe & Sp	.75 .75 .75 1.375 oyder have	7.283 7.2836 9.843 8.9375 braking regul	.315 .3156 .3156 .0207 lator. Discs n		. 165 . 079 1 . 575 . 1575 ndersize.	.165 .165 .0591 1.575	B B B	Gir	RW RW RW RW
FORD Falcon, 6 Cyl. Falcon 78 Falcon 6 Cyl. Falcon Stationwagon. Falcon 8 Cyl. Falcon 12	. 66 . 67–69 . 67–69 . 67–69 . 70	Ben Ben REFI Ben	Dr wagon,	1.0	.9375 Ttop, .9	1.125 06. ² S	.8125 ¹ .906 ⁷ .844 .938 .906 ¹¹ .875	9.0 10.0 910 10 10 10.0 25. ⁴ Prin 1 '69, .875.	.060 .060 .060 .060 .060 .060	ickness, secondary	250. 7 S/w	1.5218 22189 1.75218 1.50234 agon, .938.	84 R B B B B B B		RW RW RW RW RW
Fairlane	66 67-68 69 67-69 70 2 '66, a	Ben Ben REFE Ben Il prima	Dr Dr Dr ER TO Dr ry linin	1.0 1.0 .9375 MERCU 1.0 g thicknes 8 200 IL6	.875 .9375 1.0 RY, CO 1.0 ss, .244, s	1.1256 1.0948 1.094 UGAR SP 1.125 secondary, (except co	.906 ⁵ .906 ^{9,1} .875 PECIFICA .968 .269; pass	10.0 10 10 TIONS 11.29 senger car lin	.060 .060 .060 .060 ing width, fro S/wagon, .93	ont, 2.25, rear, 1.75. 8; convertible excep .875. 12 '70, Aft	2.2525 ² 2.5244 ¹⁰ 2.25234 S/wagon & H t 390 V8, .875	1.7525 2244 ¹⁰ 2.25234 igh perf. V8	R B B B . 2.50.	Ben Ben Ben MR 5 '66, S/ 78 (excep	RW RW RW wagon, 9.38.
Mustang 6 Cyl Mustang 8 Cyl Disc brakes All.	. 67–69 . 67–69 . 67–69 . 70 1 Opt. 1 8 All se	Ben REFE REFE	ER TO 8c. 250:	W/discs, disc pads,	.938. 4.82 x	4 6 cyl., 1 1.84 x .40	ONS. 1.062; w/d 0.	iscs. 1 636.	250; 6 cyl., 1.	44. ⁶ 6 cyl., 9.0; 5 wide. ¹⁰ Disc j	disc. 11.375.	1.75218 1.5218 2 1.5218 7 Drums of 11 390 V8,	B B	Ben Ben Ben	RW RW RW
Full-size Ford AllAll. (front discs)	. 66 . 67–70	Ben Ben		1.0	.875 .9375 .9375	1.094 ¹¹ 1.094 1.938	.969 .938	11.03 11.03 11.96	. 060	Ē	2.5234 ¹² 2.5234 ² Pad ⁶	2.25234 2.25234		MR MR MR	RW RW RW



it could put your kids through college

Owning your own AMMCO Brake Shop can add up to \$5000 or more to your income every year, because facing discs, turning drums and grinding brake shoes are the most profitable service operations you can perform.

Happy owners tell us their AMMCO Brake Shop pays for itself in the first year. After that, the profit margin shoots up and up.

Remember—this No. 40 Brake Shop is complete brake service equipment: you can machine disc brake rotors, turn drums, and grind brake shoes. And you can switch from discs to drums or vice versa in 15 seconds! It's simple, easy to operate—students in high school automotive shop courses quickly learn to operate them—so labor is no problem.

An AMMCO Brake Shop could help put your kids through college—it's a sure-fire profit-builder. Ask us to prove it! Fill in and mail the coupon.



n	m	MC	n T	nn	10	IRI	0
м	,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,				IN	ı.

- O.K.—I'm interested in learning about the profit potential of an AMMCO Brake Shop.
- ☐ Send literature and complete details
- At no obligation, I'd like a demonstration in my own shop

Name

Address____

State Zip_____

1	
2	
r	
U	

MAKE & MODEL	YEAR	Mole	Tun		Cylinder ore		Cylinder ore		Drum or	Disc	Lining V & Thick		Bonded	Power	Parking Brake
ORD (British) nglia Il (front discs) Il (front disc) Il (front disc)	ILAK	Iviake	1 ype *	Std. Brakes	Power Brakes	Front	Rear	Diameter	Max. Oversize†	Max. disc Runout	Front	Rear	or Riveted	Unit Make	Operate On
All (front discs)	. 70 ² Taxi,	Ben Ben S/wago	n, & 42	1.0 7 V8, 3 ir	1.00 1.0 n. wide. r; inner, 5	1.125 1.125 5 See Li .36–2.0.	1.125 ncoln footn	11.72 11.03 ote 11. 6 5.	.060 .36 x 1.90 z		5.36-2 ¹⁴ a, 1.062, ¹²	2.2523 S/wagon ai		MR Ben V8, 3.0	RW RW 234.
Anglia. Consul Cortina. Cortina Cortina GT & Cortina ('68 on)	. 66 . 67 . 67–70 ¹ Rear	Ford	8; '68, 9	.625 .625 .706 0.0. ² 3. 8 '(Rear drug	75 — ms, 9.	.75 .75 .87 3 Rear, rive	8.0 8 9.51 9.625 ^{2,8} eted. ⁶ '68, 69, 1300, 1600,	dual line de	— — — epending on applicati	1.25187 1.75188 38 509 on; .70, .875,	1.2518 1.5188 1.5188 1.7518 .812; '69, 1	R B ³ 8 B ³		RW RW - RW .70,
Minx V, Super Minx Mk IV	. 66 6 Disc.	Lock 10.3; di	DD rum 9.	.75	_	_	.88 linings BR	. 6	-	_	-	1 75	7	_	RW
HONDA S600	. 66-67	-	Dr	.748-51		.8661	.748	7.480-4	. 075		1.34236	1.3423	6 B	_	RW
HUMBER Super Snipe V, Imperial		Gir 11,375;	DD	-	.875 3 Disc pa	2.25	.70	2 ngs riveted.	-	_ `	-	2.25	BR ³	_	RW
All	66 . 67–69 . 70	Own	Dr DD DD	1.0		1.125 2.375 2.75	.9375 .9375 .9375 econdary	11 11.76 11.75	.030 .060 .1950.	Ξ	3.021 ¹ 7.365 ³ 1.844	3.021 ¹ 3.021 ¹ 3.024	B B B	Ben Ben Ben	RW RW RW
Bellett	. 66–69	-	Dr	.750	-	.750	. 874	8.0	8.0	_	1.46189	1.46118	89 B	-	RW
Mk X 3.8 (S-type & Mk II)	. 66 . 67–68 . 67–68 . 67–68 . 67–70 6 Separ	Gir Dun Dun ate hydi	Di Di Di Di Di Di raulic sy	/stems for . 438 (f	.625 .6256 .875 .875 .875 .875 .875 .875 r front and	2.125 2.25 2.125 2.125 2.125 2.125 2.125 d rear bra 13 Swept a	1.75 1.687 1.5 1.75 1.688 1.5 1.75 kes, '65-'66	11F; 10R 10.7F, 11.4 10.37515 11.3814 11.37514 0,.875. 7'6 Front disc, 11,	OR — OR — — — — — — — — — — — — 6 Mk X, 2		nt, 2.02 x 1.99	1.754 2.0438 1.87656	B B B	Lock Dun Lock Lock Lock Lock Lock	RW RW RW RW RW RW RW
KAISER-JEEP CJ3B, CJ5, CJ6 DJ3A, DJ5, DJ6 Wagoneer & Gladiator CJ5A, CJ6A C101 Jeepster.	. 66-69 . 66-68 . 67-70 ² FC15	Ben Ben Wag 0 & 170,	Dr Dr Dr Dr Dr C-101,	d'shaft b	6.75 	1 1.125 1.125 1 1 onal. 3 7 rear, 2.5	.75 .812 1 ³ .812 .8125 Gladiator v	9 9 114 10 10 v/8600GVW, 1	.060 .060 .060 .060 .250 in.	7600 or 8600 GVW,	1.75211 2214 22125 21875 2.0188 12 in.; 8600 C	1.75211 2214 22125 21875 2.0188 EVW rear, 1	R R B	Ben Ben	DS RW RW DS RW ²
See key to abbreviations on page	160	7.33	7	TOY STATE			77								

MAKE & MODEL	YEAR Make	Make	Make	Make	Make	Make	Make	Make	Make	Make	Make	Make	Make	Make	Make	Make	Make	Make	Make	Make	Make	Make	Make	Туре	Master Cylinder Bore		Wheel Cylinder Bore		Drum or Disc			Lining Width & Thickness		Bonded	Power Unit	Parking Brake
MARIE & MODE			Std. Brakes	Power Brakes	Front	Rear	Diameter	Max. Oversize†	Max. disc Runout	Front	Rear	Riveted	Make	Operates On																						
LAND ROYER 88-in, wheelbase		Gir	Dr Dr	.75 1.0	1.01	1.25 1.125	1.25	10.0 11.0	.030	=	1.5188 2.25188	1.5188 2.251		Lock1	T T																					
LINCOLN-CONTINENTAL All All (Except Mk III) Mk III	67-70 68-70 Disc Disc latera face;	Ben dia., 11. pad bon d runou .755 in.	ded. t max. from ir	9 No un .002 in. (aboard be	total indic	discs; ma ator readi to inboa	x. indicato	num limiting of the limiting o	". 11 Rot dimensions foot disc 11.	ry lining, .282. tor surface must be or refinishing; .395 82, rear drum 11.03	in. from inboa; '69, front &	n .0007 in.; ard bearing correar 11.03.	p te out	MR Ben ⁴ Ben																						
MAZDA 1800, 1500¹ 1200, R100 Coupe	. 69–70	=	DD		0.875	2.120 1.890	0.6875 0.625	10.0 7.875	No No	.002	0.354 0.382	0.1575 0.1575	B B	JKK² JKK²	RW RW																					
MERCEDES-BENZ	1966-7	0 specifi	cations	not avai	lable from	Mercedes	-Benz of C	anada Ltd.																												
Cougar specifications).	66 67–70 70	REFI	Dr ER TO onv., .9	06. 938	(V8). 9 xcept 390	CIFICAT	1 004 10	S/wagon 93	.060 .060 .060 .060 8. 11 S/wa	gon 2.0. ¹² S/waqrtible), front, 2.25 i	2.52441	1.7524 3 224416 200 H 6 289	V8 (evcer	Ben Ben Ben ot convert s/wagon,	RW RW RW ible), 1.12																					
Cougar	1 390 V reading rotor	Ben 78, Fron ng). Mi face.	DD t 1.094 inimum 4 4.82	, Rear . 8	dimension 40.	s for refin	5 in. wide.	2 in, from inbo	ard bearing	be parallel within .00 cup to outboard ro '69, 11.29.	Pad ⁴ 007 in.; latera otor face: 1.11	7 in, from in	B 002 in.	(total inc	o inboard																					
Meteor	67-69 67-69 70	Ben REFI S/wago	n, & 42	7 V8, 3 i	n. wide.	7 See Li	.969 .938 IFICATIO	ote 11. 85	.060 .060 7,12		2.521 2.52346 Pad8 25. 10 '69,	13	R B B	MR MR MR	RW RW RW																					
Àll All All (front discs) All front discs	. 67–69 . 67–68 . 69 70	Ben Ben SEE REF	Dr Dr DD METE ER TO	1.0 1.0 OR SPE FULL S	.875 .9375 .9375 CIFICAT SIZE FOI	1 0948 1 094 ¹² 1 938 IONS. RD SPEC	1969 .969 .938 — IFICATIO S/wagon 1	11.03 11.03 11.96	. 060 . 060 11	7 V8, 3 in. wide.	2.5234 ⁶ 2.5234 ⁹ 10 Pads, 5.36	2.2523	B B	RW MR MR	RW RW																					

See key to abbreviations on page 169.







































* BRAKE HOLD DOWN PARTS



NEW! LEE COMBI-KITS

ALL return springs and hold down parts in ONE kit!

Now all return springs and hold down parts for one axle combined in ONE convenient COMBI-KIT. Speeds every brake job!

Forget about cleaning or losing cups, nails, and other small parts ... they are all included ... they all fit ... they all work!

ALL NEW PARTS ELIMINATE CHATTER AND DRAG, STOP COSTLY CUSTOMER COME-BACK

* TERRIFIC BRAKE HARDWARE DEAL

You get the WHOLE KIT for the average price of the brake springs ALONE. It's just like getting ALL the other hold down parts FREE!

Look to LEE for the most profitable dependable hardware. Look for the familiar yellow and green package and you'll give your customers the very finest.

For complete details about the COMBI-KITS and FREE hold down parts write for Catalog No. 270.

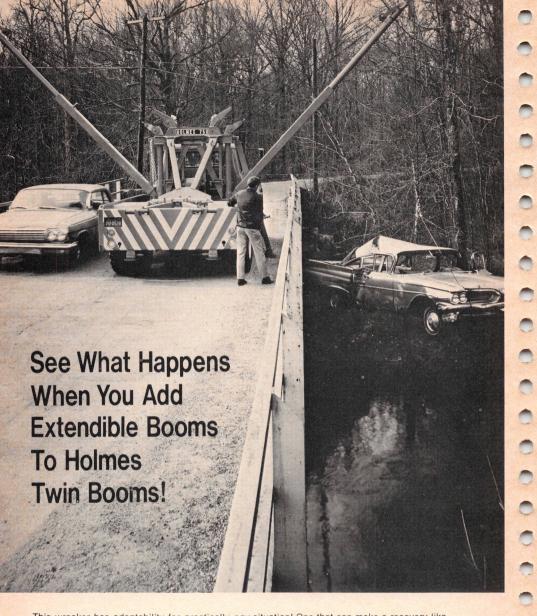




LEE MANUFACTURING COMPANY

Distributed in Canada by Armstrong Beverly Engineering, Ltd. 6975 Seanne Mance Street Montreal, 303, Quebec, Canada





This wrecker has adaptability for practically *any* situation! One that can make a recovery like this without tieing-up traffic. In addition, you'd be amazed at the use made of a wrecker with extendible booms in and around industrial plants! Extendible booms are now available on both the "750" and "600" models. Send

a card today and get complete details.

SEND TODAY FOR COMPLETE
INFORMATION ON HOLMES WRECKERS

ERNEST HOLMES COMPANY

2505 EAST 43RD STREET, CHATTANOOGA, TENNESSEE 37407



CANADIAN REPRESENTATIVES: Airth Automotive Co., 884 E. Georgia St., Vancouver 4, B.C., Tel. 254-4035 and 255-7414; H. Roy Runciman, 6196 Hudson Road, Montreal 26, Que., Tel. 514/737-1233 and H. Roy Runciman, 5200 Dixie Road, Mississauga, Ont., Tel. 416/625-7222.

EAR OPENER!



It's the sound of Motorola's 8-Track Car Stereo

Open up your ears and let the Motorola in! It's hard to believe that Motorola puts bigger than life home-stereo sound inside your car up to 80 minutes of great sound in every cartridge, without so much as turning a knob.

See your Motorola dealer for more information. He'll put you up to your ears in good sound.

Ask about our car radios too.

Another Ear Opener! Don't miss the Motorola Quad-8 Demonstration at the Stereo '71 Show: November 3 to 7th. Royal York Hotel. It's the evolutionary new sound of the future. The natural progression from stereo. Fully compatible with 8-track. Plays four separate channels of sound on each selection. Hear for yourself.



Covered by U.S. Pat. No. 3483775 and by Can. Pat. Pend. and other Foreign Pat. Applns.

THE STAR XDL REFACES ROTORS IN LESS THAN 3-MINUTES...programmed spindle speed makes it possible

This lathe takes the guesswork from disc brake rotor refacing. Any brake drum lathe operator can be an expert machinist on the All-New XDL in minutes. XDL refaces "both" rotor surfaces simultaneously, and with the exclusive programmed speed control, produces a uniform micro-finish that surpasses manufacturers' specifications. It's so fast you can offer customers "carry out" service for any size rotor... car, truck, American or foreign compacts.

45-years of quality brake experience is built into the XDL. Send for illustrated literature and check all the XDL advantages. If you compare, you'll buy XDL.

PIONEER IN QUALITY BRAKES



281 S.E. 6th Street Minneapolis, Minn. 55414

			(3.51/2)										1		
					Cylinder	Wheel C Box			Drum or D	Disc	Lining V & Thick		Bonded	Power	Parking Brake
MAKE & MODEL	YEAR	Make	Type	Std.	Power	E	Rear	Diameter	Max.	Max. disc	Front	Rear	or Riveted	Unit Make	Operates On
				Brakes	Brakes	Front	Rear	Diameter	Oversize†	Runout	Tront	rcar			0
MG S . IV	66	Gir	Dr	.875		.875	. 875	9.0	_		2.5187	1.7518	7 B	_	RW
Magnette Series IV	. 66-70	Lock		.875	_	.9375	.8758 .75	7.0 ⁷ 8 (both)	= =		1.25-2	1.25-26	B R	=	RW RW
MG 1100	. 66-70	Lock	DD	_			.75	105	8 '68, .75.			1.7518		-	RW
MORRIS				iscs, 10.7	0. 0.09	0, 1.25–.18			00, .73.		2.5 107	1.7518	7 B		RW
Oxford Series VI	66	Gir Lock	Dr Dr	.875 .75	Ξ	. 875 . 9375	.875	9.0 7.0			2.5187 1.25187	1.2518	7 B	_	RW
Mini Cooper, 1100	. 66	Lock both 8	DD in.	.75	-	.9375	.75	7.0 (bot	h) ³ —			1.25	В	-	RW
NSU All		_	Hyd	_	_	.7499	.5626	7.087	-	_	1.18	1.18	R	-	RW
OLDSMOBILE	"		Dr	1.0	1 012	1.062	.93758	9.5	.060		2.518755	2.0187	55,9 R	KHI	RW
F-85 & Jetstar 88 Series 88, 98, Jetstar, Starfire	. 66-69	Ben Ben	Dr	1.0	1.0	1.12522	1.0	11.0	.060	_	2.7525 ¹¹ 2.752	2.0251		Ben1 Ben1	RW RW
Toronado	. 67-69	Ben Ben	Dr Dr	.875	1.0	1.125	.875	11	.060		2.752 ² ,2 ³	2 2 ² ,2 ³ 2 2 ²	R	Ben ¹ Ben ¹	RW RW
Toronado (front discs)	s) 67-68	Mor	DD	=	1.0	2.06 2.06	1.88 .8125 ¹		13		50	2 195,15 2 2511		Mor	RW RW
52-58 series (front discs/rear drum Vista-Cruiser	s) 67–68 . 67–68	Mor Ben	DD Dr	1.0	1.125	1.94	1.0	11.875(I 9.5	.060	T I	5 2.519 ⁵	2.5195	R	Ben ¹ Mor	RW
33-38 series	. 67–68	Ben Ben	Dr Dr	1.0	1.0	1.062518	. 87527	9.5 9.5	.060		2.519 ⁵ , ²⁸ 2.5-19 ⁵	2 195,28 2 195,19	R	Mor Mor	RW RW
33-34 series	. 69	Ben	DD		1.125	2.9375 2.9375	.875 ²¹ .8125 ¹	11.3	$\frac{1.0^{20}}{1.0^{20}}$		5.375437 5.375437	5 2 2525	B16	Ben Mor	RW RW
Toronado	. 69	Mor Ben	DD Dr	-	1.125	2.9375 1.125	.875	11.0 9.5	1.250 ²² .060		5.375437 2.519 ¹⁸	2.5 125 ² 2.5 19 ²	8 R	Ben Mor	RW RW
35-38 series (front discs)	. 70	Ben Ben	DD	=	1.125	1.1875 2.9375 ⁸¹	9375	11.86	=	004	2.7520 ³⁰ 2.020 ³⁰	2.0208 2.0208		Ben Ben	RW RW
35-38 series (power front discs)	. 70	Ben Ben	DD	Ξ	1.125	2.9375 ⁸¹ 2.9375 ⁸¹	.875	11.0		.004		2.019 ² 2.020 ³	8,29 R	Ben	RW RW
94 series Toronado (pr. fr. Di.)	1 Or M		2 T	nickness o	f secondar	y linings,	29. 8	Primary lining	98 975	econdary 25. 8	'66, S/wagon,	965-1 25	6, S/wago	215	
	14 Vista	-Cruise	r937	5. 18 \	lista Cruis	ser. 2.51	9. 16 R	ear linings, ri	veted. 18	68, front w/cyl. bo	re, 2.00.	33 ser.; 34 s	er., rear 2	.) 10/).	
		1 2	125	in965. 24 Drum	1: 1:	di 1	1 30 2	0, lining 2.5– Primary lining	or thickness s	secondary 3125	26 May disc th	ickness mi	n 1 215		
	thick	S/wagon ness; see	ondary	5. 28°.	70, primar 31 '70, fr	ont caliper	s; seconda assy.	32 '70, 31-48 s	eries, exc. Vis	ruiser, rear wheel c	yi. bore 1 in.; re	ear width 2		ro primar	y ming
PEUGEOT 404 Sedan and Wagon	. 66	Lock	Dr	_	1.25	1.375	.62994	11.024	_	_	2.559 2.559	1.771 ⁵ 1.772	R R	Lock Ben	RW RW
404 Sedan	. 67-68	Lock	Dr Dr	1.0	1.25	1.375	.625 1.125	11F, 10F 11.0	_		2.5	1.875	R	-	RW
204. 404 Sedan.	. 67–68	Lock Ben	DD DD	.75	.784	1.75	.75 8.6	9.0 11 ⁶	Ξ	第二	=	1.5	R	Ben Ben	RW
404 S/Wagon	. 69	Ben Gir	Dr DD	. 866 . 75	=	1.18	1.125	9	\equiv		2.5	1.9	R	Bosc	RW RW
204, 304		Gir ⁷	DD	-	.748	1.889	.748	10.0988	.354312		2.42264	1.5781	97 B ⁹	Ben ¹⁰	RW



GO NIEHOFF FOR BRAKE PARTS

The complete line-up of C. E. Niehoff brake parts backs you up with quality, coverage and competitive prices. Go Niehoff for greater profits!

C. E. NIEHOFF & Co. of Canada Ltd.

55 Brydon Drive, Rexdale (Toronto), Ontario

MAKE & MODEL	YEAR	Make	Туре	Master Cylinder Bore		Wheel Cylinder Bore		Drum or Disc				Width ickness	Bonded	Power Unit	Parking Brake
WAKE & WODEL	ILAK	IVIAKE	1 ype	Std. Brakes	Power Brakes	Front	Rear	Diameter	Max. Oversize†	Max, disc Runout	Front	Rear	Riveted		Operates On
Peugeot continued															
404		Gir7	DD	-	.748	1.889	.866	11.3111				09 1.766		Ben	RW RW
504	70	gon, .6	Di s	S/wagor	.811	2.126 6 Drur	1.685 n. disc 404	10.748	. 442918 7 '70 dis	scs; drums A.C. S.H.		72 2.844— c: drum 9.		Ben ont; rear I	
	10 Or I				ear 10.039			kness; max.				; rear, .3543			
PLYMOUTH	// /0	-	-			1.00	01250		02014		2.75 10	7 20 10	7 D	D	RW
All (except Belvedere)		Ben Ben	Dr Dr	1.0	1.0	1.08	.81258	11	.03014		2 7519 2 52 ¹⁵	17 2.019 1.752		Ben	ŔW
All (disc brakes)		—	DD	1.0	-	1.638	.9375	11.87-9			2.195	1.752			RW
All (disc brakes)	67		DD		1.125	2.3759	.9375	11.7612	13	- 1	2.195	7	В	_	RW
All	1968			DODGE		ECIFICA		26 170 /	, , , ,	1 19 D 1 1 1	11 04 13	Minimum th			
		elveder				lere, 2.0.	11 W/4.	26 V8 (except ther makes no	s/wagon), I	1. 12 Belvedere, 1	68. 2.5-P.1		16 '68, 1.7	5-P 19	S 24
					dary .24.	ent, Dendi	x, .010, 0t	Her makes no	t specified.	00, .00.	00, 2.31 .1	,, 5 .21.	00, 1.7		
Belvedere 225, 318, 383	69	Ben	Dr	1.0	1.0	1.125	.9375	10	.060		2.519	1.7519		_	RW
Belvedere 3834, 4404, 426	69-70		Dr	1.0	1.0	1.125	.9375	106	.060		2.5197	2.519	В	-	RW
Fury 225, 318, 383, 2 bbl			Dr	1.0	1.0	1.125	.9375	11	.060		2.7519	2.019	B		RW RW
Fury 383, 4 bbl., 440			Dr	1.0	1.0	1.125 COPO	. 9375	RY REFER	.060		2.75193	2.5195	В		RW
Front discs		318, 383				, 2.5 19.				only, 3.0019,	High perfor	mance 5	'70, 440; 3	83. 2 - 1	9.
		1. 7			, 510, 505	, 2 17,	0,-	ro, 110 mgm	periormance	only, 5.0017.	raga perior	munico.	, , , , ,		

CONTINA												
PONTIAC (Canadian Prod'n)		0 10 1	.1875 1.	0 1	1.0	.060		2.75168	2.0168	В		RW
	Ben Dr .c	375 —	1.1875 1.	.0	1.0	.060		1.371755		B R		RW RW
All (front discs)	Mor DD -	um size 1-inthick			1.0	5 Secondary things: 5	.0025 ckness, .295.	2.2141 8 '68-'70, 11		K	Dell-	ICW.
⁹ '69, fro	nt 2.938, rear 1.0); '70, front 2.937	5, rear 1.0.	r. 25 m, aio	, , , ,							
(Pontiac U.S. Prod'n) All ⁸	- Dr 1.	0 1.0	1.18757 1		11.0	.060	_				2011	RW RW
All (front discs/ rear drums) 67-68	- DD 1.					.060			2.01961	R	Ben ¹¹	RW
	_ DD _	1.125 2	2.9375 .9	3814 1	1.759	_	.004			R ⁵ R	Ben ¹¹ Ben ¹¹	
27600 Crand Priv 70	- DD 1.	265 270 2	60 3 MA:	nimatuma aira	l-in,-thick	lisc, .965; 1.25-	in disc 1 215	5 66-69, re	ear linings bor	nded.		
6 2 0 1	0 11 9 405 / 50	5. 7'68-'70, 1.1 ckness . 26. Grand	25 9375	8 Except '6	9-'70 Gran	d Prix. 9 Gran	nd Prix, 62.6, 1	.0. 10 Inne	r; outer .545. ndary thickne	ss . 265.	Moraine.	
	- Dr 1		1.125	312^7	9.5	,060	_	2.51961	2.01961	R		RW
Tempest (front discs/rear drums) 67-70	- DD 1	.09 1.125	2.06211	875		.060	.004	1.754 ¹⁰ ,11 2.5196 ¹		R ⁸	Ben Ben ⁴	RW RW
Tempest	lary lining thickne	ess . 265. 8 Mir	imum size 1	in thick di	sc 965:1.	25-in. disc. 1.21	5. 4 Or Mor.	aine. 7'66		Rear linis	ngs bond	led.
9 '68, 1.	125. ¹⁰ '68, .4	95/.505. 11 '69	70, 2.9375	; front pad	s, inner .635	o, outer, .545; re	ear lining, 1.93-	2.5196 ¹	21961	R	Ben ²	RW
Firebird (front discs)	- Dr 1		2.0626 .	875	9.5 11.12 ⁴	3		1.7545	21961,7	R	Ben ²	RW
Firebird 70	- DD 1	1.125	2.9375 Or Moraine.	875 3 Minis	11	inthick disc, .9	.004 65: 1 25-in. dis	c. 1.215.	2196 ¹ '68, 11.0.	R 5 '68, .4	Ben ² 195/.505	
1 1 hick '69, in	ness of secondary oner .635; outer .5			, 1.93-P.4	1, S . 44.	in,-timek dise,						
PORSCHE	0 0	700	1.8897	.377	11.011	5/8		1.5729	1 5729	В	ATE	RW
356A, 356B, 356C	ATE Di 1	790 — . 182 —	1.8912 1	.379	10.8152			.5918	.5918	B	ATE	RW RW
911S 67	ATE Di I				11.216	.040		.5913	.5918	В	_	RW
911, 912	ATF Di	8134 —	1.890	.496	11.41	.040	_	.059	.059	В		RW
70 1 W/di	SPECIFICATION SC brakes, 10.7-11	ON NOT AVAIL	c, 11. 229.	3 Pad thic	kness. 4	911E & S; 911T	& 912, .75.					
RENAULT			1 40/	1.26	10.236			3.7209	3.7209	FP7		RW
Caravelle S-4, R8, R10, R8S 66-70 R4		866 ⁵ —	.937		7.094	.04		1.21190	1.01190	R	-	FW RW
R16	- DD .	812 — .866		. 867 ⁶	9 ² 10.25	None		1.593375	1.593375	R	Ben	RW
R8 Gordini	_ DD .	748 —	1.875	.812	9	.353	.008	.546	1.562312	R R	10	RW RW
R16 TA, TS		7499 rear 6.3. 5 Fro	1.906 m '69, .750.	. 875 6 From	10 '69, .875.	.434 7 FP—Free pa	ad. 8 NF-Ne		9 '70, TA; TS		10 '70,	Master vac
ROVER	, ,					020		.5	2.25-,187	R	Gir	RW
100 & 3-litre	Gir DD - Dun Di	75	1.25	. 6255	11.0	030		.)	- 107	В		2
2000 and TC 67-70	Gir Di	_	2 256		10.75 ³ 10.82 ⁷	.4507	.0078	_	_	B	Lock	RW
3500S	Gir Di (inboard) discs.	. 875 3 Rear disc, 10.		models, .37		And 1.59. 7	'70, front; rear,	dia. 10.69, m	nin. thickness		8 '70, A	
SIMCA				740				1 57- 12	1 37- 12	R	IB	RW
1000	Simplex Dr Lock DD -	.827 —	.867	.749			.005	3.1159	1.3712	В		RW
1204 70	Lock DD	.689 —	1.732	.75	9.22	.040	. 005	1.4939	1.38197	В		RW
¹ Area	of pad. 2 '70,	CISC.										

whether you're turning drums or facing discs...

You can best be prepared for this profitable business, by investing in John Bean equipment. It offers you all the flexibility you want — both in meeting your brake servicing needs as well as the price tag you have in mind. For example, John Bean can sell you ■ a disc brake lathe to supplement your current drum lathe, ■ a complete drum lathe with the disc brake feature, ■ can convert your present Barrett lathe to handle discs, ■ or simply sell you a Drum-Dokter lathe without the disc brake feature, which you can add later.

...or, for the newest and most economical answer in a disc-only lathe, ask us about the all-new B-405



AUTOMOTIVE SERVICE EQUIPMENT

JOHN BEAN

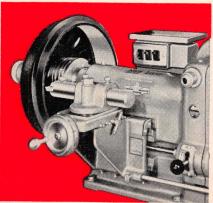
DIVISION Lansing, Michigan 48909



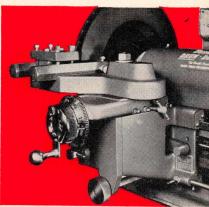
Canadian (Barrett) Distributor

ROSS CUNNINGHAM LIMITED

236 Norseman St. Toronto, Ont. BE. 3-5881 9200 Charles de Latour St. Montreal 11 Quebec



JOHN BEAN MODEL B-500 SERIES DRUM LATHE machines, grinds, hones-sharpens lathe cutters or drives hydraulic cylinder hone. Fast. Precise. Versatile.

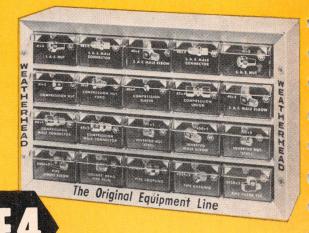


JOHN BEAN DISC POWER CROSS FEED maintains extreme accuracy in machining to manufacturers' specifications—can be fitted with *Roto-Finisher* for polishing to approved micro-finish.

MAKE & MODEL	YEAR	Make	Type		Cylinder ore	Wheel C	Cylinder		Drum or I	Disc	Lining & Thic	Width kness	Bonded	Power Unit	Parking Brake
			- Jpc	Std. Brakes	Power Brakes	Front	Rear	Diameter	Max. Oversize†	Max. disc Runout	Front	Rear	Riveted	Make	Operates On
SKODA 1000MB	66–70) —	Dr	1.377	-	1.004	1.004	9.06	.06		1.572	1.572	R	_	RW
STUDEBAKER All 6 Cyl	66	Wag Wag ; rear, 9	Dr Dr	1.0 1.0 2 Second	1.0 1.0 ary shoe li	1.0 1.0625 ning, .25.	.8125 .875 * Fron	10.0 ¹ 11.0 ³ , rear, 10.0.	.060 .060 4 Secondar	ry shoe lining, . 219;		2.0187 2.0187 hoes, .2812	B B 8 All t	Ben Ben axis.	RW RW
SUNBEAM Rapier Series V. Alpine Series V. Imp Mk I Minx Deluxe; '725, S/Wagon Tiger 260 Arrow; Arrow, Alpine GT. & Coupe	. 66–68 . 66–69 . 66–67 . 66–68 . 67–69 . 69	Gir Gir Lock Gir Lock Lock Lock 9.85, dr	um 9.0		.875 .875 .75 .8125 ont; rear.			4 1 8 11 912 9,012 9,012 9,012 1; drum, 9 in.	- - - - - - - 14 5 Rear dr	.004 rum brakes. 9 Dis	1.5 sc pads bonded	1.75 1.75 1.5 1.75 1.75 1.75 1.75 	R5 9 BR 9 8R, R13 R13 R13	Gir Gir Lock Lock Disc, 10	RW RW RW RW RW RW RW RW AW
THUNDERBIRD All All All Front discs Front discs	67 68 69 70 ⁷ Disc.	KH Ben Ben Ben dia. 11. undersize wear lin	on dis	cs; max.	indicator	1.938 1.938 2.75 1.125 	02. 12 Di	11.03 ⁷ 11.03 ¹² 11.03 ¹⁴ 11.72 11.03 dary lining, sc dia., 11.96	. 18 See Lin	.00318 10 Disc pads bondencoln footnote 11. micro inches.		2.5024 2.2524 2.25234 2.25234 1.82. 15 S	R10 H15 R10 B B	MR MR Ben MR MR	RW RW RW RW RW
TOYOTA Crown, Deluxe, Custom. 700, 700 Deluxe. Land Cruiser FJ40, FJ45, FJ55. Corona. Crown Deluxe. Corolla Corona II, RT62, RT72. Corona II RT62, 72, 78.	66–69 66–70 67–70 68–70 67–70	_ 	Dr Dr Dr Dr DD Dr DD DD	750 .625 1.0 .75 .75 .625 .75 1.45 70, Rear;		1.125 .747 1.122 .814 2.25 .750 1.12 .872	.750 .687 1.0 .6261 .75 .686 .75	9.06 7.87 11.42 8.999 10.8 7.87 10.8	.079		1.9719 1.18715 2.1726 1.58197 .650 1.416	1.9719 1.18715 2.1726 1.5819 .190 1.216	В	Gir Gir	RW RW DS RW RW RW RW
TRIUMPH 1R3, TR4. Herald, 12/50, Spitfire, Sports Si 2000. GT6+ TR6. Spitfire III	x . 66–68 . 66–68 . 69–70 . 69–70	Gir Lock Gir Gir Gir Gir	Dr¹ Dr⁵ DD DD DD DD sc brak ire & S	.75 625 — — es at from ports Six,	at from ser		.75 .75 	10.01 8.04 9.755 8.08 7.08 9.08 Herald front;	rear 7.0 Spit	thre, Sports Six, 9 (acuum servo. 8 l	2. 25 25 1. 25 125 	2.2525 1.25125 1.7519 1.25 1.75 1.25 5ports Six, 8 6, 9.7; TR6	B B B B	- 7 - - Spitfire 7.	RW RW RW RW RW

Order the stock...get this WEATHERHEAD MERCHANDISER

FREED



Dimensions: 111/a" high, 63/a" deep, 165/a" wide

FITTINGS MERCHANDISER

for independent repair shops and service stations.

This compact, practical merchandiser keeps all your fittings in one convenient and well organized cabinet. There are 20 clear plastic drawers, complete with easy-to-read labels in this sturdy steel cabinet. Easily removed plastic drawer dividers expand stock capacity to 80 different fitting styles and sizes. Designed to hang on wall, fit in stock section or sit on work bench.

Order your selected stock today and get this attractive metal cabinet — absolutely Free.

Connect with Confidence



THE WEATHERHEAD COMPANY

OF CANADA LIMITED, ST. THOMAS, ONTARIO

MAKE & MODEL	VEAD	MI	T		Cylinder ore	Wheel C			Drum or I	Disc	Lining & Thic		Bonded		Parking Brake
MAKE & MODEL	IEAR	Make	Type *	Std. Brakes	Power Brakes	Front	Rear	Diameter	Max. Oversize†	Max. disc Runout	Front	Rear	or Riveted	Unit Make	Operates On
VALIANT and BARRACUDA All All W/disc brakes All 6 Cyl. All 8 Cyl. All 8 Cyl. All W/disc front All M/disc front	66-69 69 69 70 70 1 '70, V 4 '70, V	Ben Ben Ben Valiant (Valiant;	Barracu dia., 10	ida 2.75	5 '70, 12 Minimu	Primary; im thickne	secondary ess allowab	11.04 ¹¹ 9 10 10.79 10.79 11, others 10 .24. 6 '66- le for wear be	-'68 V8, 1.12 fore disc rep		10. 9 V8, 316; other mak	2.0019 2.0019 1.7519 	B B B PR c. Valiant .638.	11 '67, Re	RW RW RW RW RW RW P. P. P. P. P. P. P. P. P. P. P. P. P.
VAUXHALL Victor, Envoy. Viva, Epie. Victor, Envoy. Victor, Envoy (Front discs). Viva, Epic (Front discs). Viva, Epic GT.	66–70 67–70 68–70 68–70	Gir Gir Gir Gir	Dr Dr Dr DD DD DD 2 '70, fr	.75 .70 .62 .75 .81 .81	- - - - rear drum	0.8 .75 .875 ¹² .875 ¹ .75 ¹ 1.9 Viva, Ep	.75 .70 .75 ¹² .75 .70 —	8.0 8.0 9 10.03 8.4 ² 10.03 ² 9. 3'70, re	.0625 .060 ar brakes.	4 '70, 1.752.	1.5187 1.25156 1.75187 — — — 12 '67, .75 fro	1.7518 - 1.752	66 R 74 R — R ³		RW RW RW RW RW
WOLKSWAGEN Beetle	66–69 69 70 70 70	ATE ATE ATE ATE Tront dis	DD DD Dr DD DD sc .374,	.75 .75 .76 .76 .76 .75 o/size		.75 .874 1.58 .874 1.58 1.65 70, Thickr	.677 .874 .75 .677 .677 .874 ness pads.	9.05 9.09 9.06 ¹¹ 9.05 9.05 ¹ 9.79 ¹ 7 Disc pad	.060 .010 9.114 ¹¹ 9.11 9.11 ¹ 9.85 ¹ s bonded.		1.616 1.49394 1.57157 .39 ² .39 ² 9'68, rear, 1.6	1.5715 1.7715	R ⁷ 8 B 7 R 7 R ⁷ 9 B	sedan &	RW RW RW RW RW RW s/wagon,
	66-69 66-67 68-69 70 1 144, I	Gir Gir Gir Gir Di. 5 t; rear 1		n. thickr	ness .358.		P1800E .8	9 10.886 10.79 10.711 10.714 1800, Girling 17, 164, .95, o	. 480 ⁹ . 480 ¹¹ . 331 ¹⁵ ⁹ Front: thers n/avail		2 188 Di . 394 ¹⁰ . 394 ¹⁰ . dersize. 100 ndersize. 1100 1100 1100 1100 1100 1100 1100 110	2188 2188 2188 394 ¹⁰ .394 ¹⁰ Thickness.	R B B B B	Gir Gir ATE ATE	RW RW RW RW RW
WOLSELEY 6/110		Lock drums;			875 8. 4 Di	_ sc pads bo	— nded; rear	10.08 linings rivete	_ d.		-	2.93718	87 BR4	Lock	RW

COMPUTATION TABLE

(To compute labor charge, apply labor hours to applicable hourly rate column. Then add figure for full hours to figure selected for "tenths of an hour".)

Hour	\$3.00	\$3.50	\$4.00	\$4.50	\$5.00	\$5.50	\$6.00	\$6.50	\$7.00	\$7.50	\$8.00	\$8.50	\$9.00	\$9.50	\$10.00
.1	.30	.35	.40	.45	.50	.55	.60	.65	.70	.75	.80	.85	.90	.95	1.00
.2	.60	.70	. 80	.90	1.00	1.10	1.20	1.30	1.40	1.50	1.60	1.70	1.80	1.90	2.00
.3	.90	1.05	1.20	1.35	1.50	1.65	1.80	1.95	2.10	2.25	2.40	2.55	2 70	2.85	3.00
.4	1.20	1.40	1.60	1.80	2.00	2.20	2.40	2.60	2.80	3.00	3.20	3.40	3.60	3.80	4.00
.5	1.50	1.75	2.00	2.25	2.50	2.75	3.00	3.25	3.50	3.75	4.00	4.25	4.50	4.75	5.00
.6	1.80	2.10	2.40	2.70	3.00	3.30	3.60	3.90	4.20	4.50	4.80	5.10	5.40	5.70	6.00
.7	2.10	2.45	2.80	3.15	3.50	3.85	4.20	4.55	4.90	5.25	5.60	5.95	6.30	6.65	7.00
.8	2.40	2.80	3.20	3.60	4.00	4.40	4.80	5.20	5.60	6.00	6.40	6.80	7.20	7.60	8.00
.9	2.70	3.15	3.60	4.05	4.50	4.95	5.40	5.85	6.30	6.75	7.20	7.65	8.10	8.55	9.00
1	3.00	3.50	4.00	4.50	5.00	5.50	6.00	6.50	7.00	7.50	8.00	8.50	9.00	9.50	10.0
2	6.00	7.00	8.00	9.00	10.00	11.00	12.00	13.00	14.00	15.00	16.00	17.00	18.00	19.00	20.00
3	9.00	10.50	12.00	13.50	15.00	16.50	18.00	19.50	21.00	22.50	24.00	25.50	27.00	28.50	30.00
4	12.00	14.00	16.00	18.00	20.00	22.00	24.00	26.00	28.00	30.00	32.00	34.00	36.00	38.00	40.00
5	15.00	17.50	20.00	22.50	25.00	27.50	30.00	32.50	35.00	37.50	40.00	42.50	45.00	47.50	50.00
6	18.00	21.00	24.00	27.00	30.00	33.00	36.00	39.00	42.00	45.00	48.00	51.00	54.00	57.00	60.00
7	21.00	24.50	28.00	31.50	35.00	38.50	42.00	45.50	49.00	52.50	56.00	59.50	63.00	66.50	70.00
8	24.00	28.00	32.00	36.00	40.00	44.00	48.00	52.00	56.00	60.00	64.00	68.00	72.00	76.00	80.00
9	27.00	31.50	36.00	40.50	45.00	49.50	54.00	58.50	63.00	67.50	72.00	76.50	81.00	85.50	90.00
10	30.00	35.00	40.00	45.00	50.00	55.00	60.00	65.00	70.00	75.00	80.00	85.00	90.00	95.00	100.00
11	33.00	38.50	44.00	49.50	55.00	60.50	66.00	71.50	77.00	82.50	88.00	93.50	99.00	104.50	110.00
12	36.00	42.00	48.00	54.00	60.00	66.00	72.00	78.00	84.00	90.00	96.00	102.00	108.00	114.00	120.00

Abbreviations:

AM — American Motors

CC — Chrysler products

F — Ford products

1 TIRES WHEELS & HUBS

B - Buick

C — Chevrolet & Can.-built Pontiac

O — Oldsmobile

- Labor times for many common automotive service operations are shown in the following schedules. These are based on manufacturers' recommendations for 1965-69 standard size domestic passenger cars.
- Times shown, except where specifically tied to a make or group of car makes, are averages of manufacturers' time schedules.
- Significant variations from average times are shown in brackets together with car
 or maker's code.
- Calculate actual labor charge by referring to the computation table.

	TIKES, WITELES & HODS
	FRONT WHEEL BEARINGS (w/drum brakes)
	—Clean, repack and adjust,
	(both wheels)9 (AM .7; B .6; C .5).
	-Replace bearings and cups,
	inner and outer (one wheel)7
	ROTATE 5 TIRE & WHEEL ASSYS5
	BALANCE WHEEL & TIRE ASSYS.:
	Two front — Off car 7 (B, CC 1.0)
	On car
	All five — Off car 1.5 (CC 2.2)
	Four — On car 1.2
	TIRES, R & R — All five 2.0
	OIL SEALS, Replace, both front,
	(Includes bearing repack)9
2.	(Includes bearing repack)9 BRAKES
2.	BRAKES
2.	BRAKES ADJUST SERVICE BRAKES (Minor)
2.	BRAKES ADJUST SERVICE BRAKES (Minor) (Includes check master cyl
2.	BRAKES ADJUST SERVICE BRAKES (Minor) (Includes check master cyl
2.	BRAKES ADJUST SERVICE BRAKES (Minor) (Includes check master cyl
2.	BRAKES ADJUST SERVICE BRAKES (Minor) (Includes check master cyl
2.	BRAKES ADJUST SERVICE BRAKES (Minor) (Includes check master cyl
2.	BRAKES ADJUST SERVICE BRAKES (Minor) (Includes check master cyl
2.	BRAKES ADJUST SERVICE BRAKES (Minor) (Includes check master cyl
2.	BRAKES ADJUST SERVICE BRAKES (Minor) (Includes check master cyl
2.	BRAKES ADJUST SERVICE BRAKES (Minor) (Includes check master cyl

FLUSH HYDRAULIC SYSTEM, replace
fluid and bleed9 (F 1.2; B, CC 1.5)
MASTER CYLINDER, R & R (Includes
bleed system)
WHEEL CYLINDER, R & R
—One wheel8 (CC 1.1)
BRAKE HOSE, replace (Includes bleed
brakes)
—One front
—One rear
PARKING BRAKE, adjust
POWER BRAKE UNIT, R & R .8 (AM 1.2;
CC 1.6; O, C .5; B .9)
DISC BRAKES, replace front pads and
rear shoes, bleed system 1.7
(B 2.6, CC 2.8)

3. FRONT SUSPENSION & STEERING

BALL JOINTS, UPPER & LOWER, replace
—One side 1.2 (AM 1.3; CC 1.4)
(Add alignment charge if applica-
ble)
FRONT SPRINGS, replace both:
(Alignment extra)
—Coil 1.9 (AM .8; F 1.1; O 1.0;
B 2.5; C 2.3)
Torsion Bar 1.6 (O 1.4)

Autopar
The word's getting around.
Autopar
Canada's most complete line
of premium-quality parts.
Autopar
finest for every car
—we guarantee it!



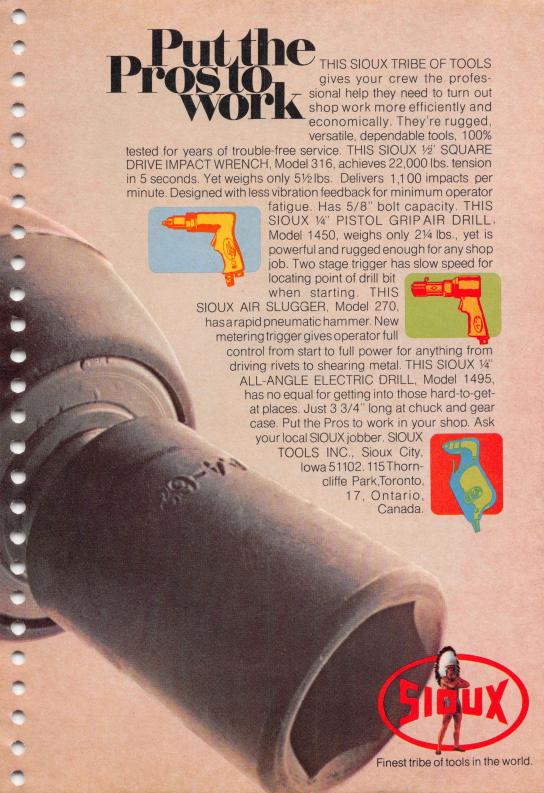


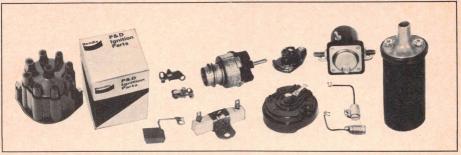


autopar

Registered Trade Mark of Chrysler Canada Ltd. A complete line of automotive products exclusively for service stations.













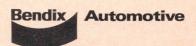
You won't catch us with our parts down.

Because now, Bendix offers one of the most complete lines of replacement parts you can use. Take the latest addition to our line, Bendix P&D ignition parts. OEM quality throughout, there's everything you need to service farm equipment, cars, trucks, the works.

Bendix offers you grime-fighting parts and hand cleaners, too. Both are specially formulated to make short work of tough clean-up jobs like yours.

Remember, too: Bendix offers you a complete line

of new starter drives. For farm equipment, cars and heavy-duty trucks. We're even a reliable source for carburetors (Zenith® and Stromberg®), electric fuel pumps, Karb-Kits® and fuel filters. See? We're not about to be caught with our parts down. Contact your Bendix supplier, or write: Service Sales Dept., Bendix Automotive of Canada, Ltd., Walkerville, P.O. Box 400, Windsor, Ontario. A subsidiary of The Bendix Corporation.

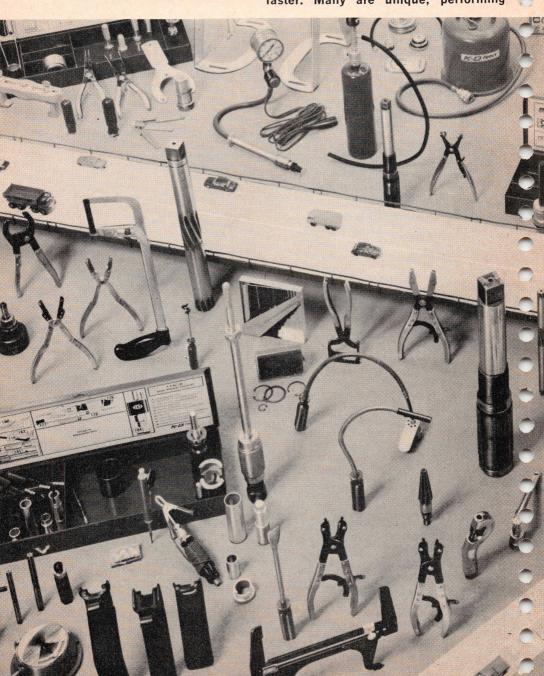


—8 Cyl.

Turn page

PICTURE OF EFFICIENCY

The K-D line includes more than 250 tools, each specially designed to do a particular automotive job easier and faster. Many are unique, performing



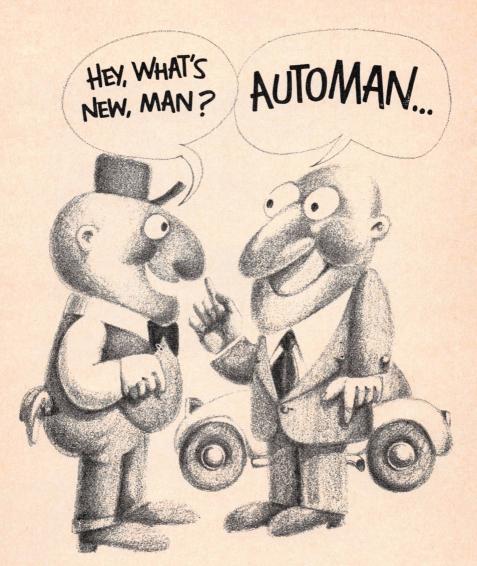
jobs no other tool can do. All are pictured and described in a 50-page catalog.



Make hard jobs easy

Ask your tool supplier for a copy. Or, write K-D Manufacturing Co., Lancaster, Pa. 17604.





What else would you call the most complete line of air tools for the automotive after-market! We have air tools. Compressors. Paint spray equipment. Light. And tough. And economically designed. And because Automan tools are so adaptable, you can reduce the pieces of equipment you need without lowering the quality of your work one iota!

Don't get left behind. Get complete details from your Automan distributor, or by writing directly to:

Automan Canada Ltd., P.O. Box 298, Pointe Claire, P.Q.



When it's time to service autos, man, just say 'Automan'.

	STRIBUTOR, Overhaul (Unit off)	.8	EXHAUST PIPE, Replace (one)8 (AM, O .5)
C	—6 Cyl	.5	CROSSOVER PIPE, V8s, Replace6
		.7	MUFFLER, Replace (one)
	—8 Cyl	.,	TAIL PIPE, Replace (one)
10	NITION CABLE SET, Replace		
	—6 Cyl	.4	MUFFLER & TAIL PIPE, Replace8
	—8 Cyl	.6	
TL	JNE-UP, Minor (Includes: service		TO CHITCH & CTANDARD
	battery; renew points, condenser		10. CLUTCH & STANDARD
	and plugs; check condition of dis-		TRANSMISSION
	tributor cap and rotor; set ignition		
	timing; adjust carburetor idle speed,		CLUTCH PEDAL LINKAGE, Adjust3
	service air cleaner and PCV.		CLUTCH ASSEMBLY, Replace 1.6 (C 2.5;
	—6 Cyl	1.5	CC 2.0; F 1.8; O 1.9; B 2.6)
		1.7	CLUTCH DISC, Replace (trans. out) .7
	—8 Cyl	'.'	(C 1.0)
10	JNE-UP, Major (Includes minor tune-		CLUTCH RELEASE BEARING, Replace 1.5
	up items and: check compression;		(CC 1.6; B 1.7; F 1.1; AM 1.3)
	adjust valves; adjust fan belt; test		TRANSMISSION, R & R 1.4 (F 1.1)
	coil; check and adjust voltage regu-		TRANS. FRONT OIL SEAL, Replace 1.5
	lator; check operation of manifold		
	heat control; retorque cylinder		(CC 2.0)
	heads, manifolds and carburetor		TRANS. REAR OIL SEAL, Replace5
	flange; tighten hose connections)		(C .8; CC 1.0)
	—6 Cyl. mech. lifters	2.7	SHIFT LINKAGE, Adjust
	—6 Cyl. hyd. lifters	2.0	
	—8 Cyl. mech. lifters	3.8	
		2.8	11. AUTOMATIC TRANSMISSION
	—8 Cyl. hyd. lifters	2.0	
8 5	TARTING & CHARGING SYSTEM	MS	(On car operations)
	ATTERY, Check condition & service		SELECTOR LINKAGE, Adjust (Includes
B/			neutral switch)
	(Includes clean battery top, inspect		THROTTLE LINKAGE, Adjust
	cables and battery case, clean posts		DRAIN & REFILL
	and terminals, make hydrometer and	•	OIL PRESSURE, Check
	voltage tests	.3	CHECK UNITS FOR OIL LEAKS (Clean
ST	TARTER DRAW TEST (on car)	.3	& dry outside of case and run unit
ST	TARTER, R & R	.7	
S1	TARTER DRIVE, Replace .9 (F .5; B	1.4)	
			REAR OIL SEAL, Replace .5 (B 1.5; CC 1.0)
	ARTER, Recondition (Includes: re-		2 100 100
	ARTER, Recondition (Includes: re-		BANDS, Adjust (external)8 (CC 1.0)
	move; disassemble; turn commutator;		TRANSMISSION, R & R 2.5 (O 1.8;
	move; disassemble; turn commutator; test armature and fields; check bear-		BANDS, Adjust (external)8 (CC 1.0) TRANSMISSION, R & R 2.5 (O 1.8; B 2.2; CC 3.4)
	move; disassemble; turn commutator; test armature and fields; check bear- ings; replace necessary parts; rein-		TRANSMISSION, R & R 2.5 (O 1.8;
	move; disassemble; turn commutator; test armature and fields; check bear- ings; replace necessary parts; rein- stall)		TRANSMISSION, R & R 2.5 (O 1.8; B 2.2; CC 3.4)
	move; disassemble; turn commutator; test armature and fields; check bearings; replace necessary parts; reinstall) —Bendix drive type	2.0	TRANSMISSION, R & R 2.5 (O 1.8; B 2.2; CC 3.4)
Sī	move; disassemble; turn commutator; test armature and fields; check bearings; replace necessary parts; reinstall) —Bendix drive type	2.0 2.4	TRANSMISSION, R & R 2.5 (O 1.8; B 2.2; CC 3.4)
Sī	move; disassemble; turn commutator; test armature and fields; check bearings; replace necessary parts; reinstall) —Bendix drive type —Overrunning clutch drive LTERNATOR OVERHAUL 1.4 (O	2.0 2.4 1.7;	TRANSMISSION, R & R 2.5 (O 1.8; B 2.2; CC 3.4)
ST	move; disassemble; turn commutator; test armature and fields; check bear- ings; replace necessary parts; rein- stall) —Bendix drive type —Overrunning clutch drive LTERNATOR OVERHAUL 1.4 (O C 2.4; CC	2.0 2.4 1.7; 2.2)	TRANSMISSION, R & R 2.5 (O 1.8; B 2.2; CC 3.4) 12. DRIVELINE, DRIVE AXLE & SUSPENSION UNIVERSAL JOINTS, Replace or repack
ST	move; disassemble; turn commutator; test armature and fields; check bearings; replace necessary parts; reinstall) —Bendix drive type	2.0 2.4 1.7; 2.2)	TRANSMISSION, R & R 2.5 (O 1.8; B 2.2; CC 3.4) 12. DRIVELINE, DRIVE AXLE & SUSPENSION UNIVERSAL JOINTS, Replace or repack
ST A	move; disassemble; turn commutator; test armature and fields; check bearings; replace necessary parts; reinstall) —Bendix drive type —Overrunning clutch drive LTERNATOR OVERHAUL . 1.4 (O C 2.4; CC LTERNATOR BRUSHES, Replace (C 1.0; CC	2.0 2.4 1.7; 2.2) .6	12. DRIVELINE, DRIVE AXLE & SUSPENSION UNIVERSAL JOINTS, Replace or repack —2 Joints 1.0 (AM, B 1.3)
ST A	move; disassemble; turn commutator; test armature and fields; check bearings; replace necessary parts; reinstall) —Bendix drive type	2.0 2.4 1.7; 2.2) .6 .4)	TRANSMISSION, R & R 2.5 (O 1.8; B 2.2; CC 3.4) 12. DRIVELINE, DRIVE AXLE & SUSPENSION UNIVERSAL JOINTS, Replace or repack —2 Joints 1.0 (AM, B 1.3) —3 Joints 1.3
A A	move; disassemble; turn commutator; test armature and fields; check bearings; replace necessary parts; reinstall) —Bendix drive type	2.0 2.4 1.7; 2.2) .6 .4) 1.0	TRANSMISSION, R & R 2.5 (O 1.8; B 2.2; CC 3.4) 12. DRIVELINE, DRIVE AXLE & SUSPENSION UNIVERSAL JOINTS, Replace or repack —2 Joints 1.0 (AM, B 1.3) —3 Joints 1.3 PINION SHAFT OIL SEAL, Replace
A A	move; disassemble; turn commutator; test armature and fields; check bearings; replace necessary parts; reinstall) —Bendix drive type	2.0 2.4 1.7; 2.2) .6 .4)	TRANSMISSION, R & R 2.5 (O 1.8; B 2.2; CC 3.4) 12. DRIVELINE, DRIVE AXLE & SUSPENSION UNIVERSAL JOINTS, Replace or repack —2 Joints 1.0 (AM, B 1.3) —3 Joints 1.3 PINION SHAFT OIL SEAL, Replace & AM-six, O .5)
A A A	move; disassemble; turn commutator; test armature and fields; check bearings; replace necessary parts; reinstall) —Bendix drive type	2.0 2.4 1.7; 2.2) .6 .4) 1.0	TRANSMISSION, R & R 2.5 (O 1.8; B 2.2; CC 3.4) 12. DRIVELINE, DRIVE AXLE & SUSPENSION UNIVERSAL JOINTS, Replace or repack —2 Joints 1.0 (AM, B 1.3) —3 Joints 1.3 PINION SHAFT OIL SEAL, Replace
A A A V 9. N	move; disassemble; turn commutator; test armature and fields; check bearings; replace necessary parts; reinstall) —Bendix drive type	2.0 2.4 1.7; 2.2) .6 .4) 1.0	TRANSMISSION, R & R 2.5 (O 1.8; B 2.2; CC 3.4) 12. DRIVELINE, DRIVE AXLE & SUSPENSION UNIVERSAL JOINTS, Replace or repack —2 Joints 1.0 (AM, B 1.3) —3 Joints 1.3 PINION SHAFT OIL SEAL, Replace
A A A V 9. N	move; disassemble; turn commutator; test armature and fields; check bearings; replace necessary parts; reinstall) —Bendix drive type	2.0 2.4 1.7; 2.2) .6 .4) 1.0 1.0) .6	TRANSMISSION, R & R 2.5 (O 1.8; B 2.2; CC 3.4) 12. DRIVELINE, DRIVE AXLE & SUSPENSION UNIVERSAL JOINTS, Replace or repack —2 Joints 1.0 (AM, B 1.3) —3 Joints 1.3 PINION SHAFT OIL SEAL, Replace
A A A V 9. N	move; disassemble; turn commutator; test armature and fields; check bearings; replace necessary parts; reinstall) —Bendix drive type	2.0 2.4 1.7; 2.2) .6 .4) 1.0 1.0) .6 UST	TRANSMISSION, R & R 2.5 (O 1.8; B 2.2; CC 3.4) 12. DRIVELINE, DRIVE AXLE & SUSPENSION UNIVERSAL JOINTS, Replace or repack —2 Joints 1.0 (AM, B 1.3) —3 Joints 1.3 PINION SHAFT OIL SEAL, Replace
A A A V 9. N	move; disassemble; turn commutator; test armature and fields; check bearings; replace necessary parts; reinstall) —Bendix drive type	2.0 2.4 1.7; 2.2) .6 .4) 1.0) .6 UST	TRANSMISSION, R & R 2.5 (O 1.8; B 2.2; CC 3.4) 12. DRIVELINE, DRIVE AXLE & SUSPENSION UNIVERSAL JOINTS, Replace or repack —2 Joints 1.0 (AM, B 1.3) —3 Joints 1.8 PINION SHAFT OIL SEAL, Replace . 2.6 (F 3.4; C 3.8; AM 4.3; CC 5.1) AXLE SHAFT OIL SEAL, Replace . 2.6 (One side)
A A A V 9. N	move; disassemble; turn commutator; test armature and fields; check bearings; replace necessary parts; reinstall) —Bendix drive type	2.0 2.4 1.7; 2.2) .6 .4) 1.0 1.0) .6 UST	TRANSMISSION, R & R 2.5 (O 1.8; B 2.2; CC 3.4) 12. DRIVELINE, DRIVE AXLE & SUSPENSION UNIVERSAL JOINTS, Replace or repack —2 Joints 1.0 (AM, B 1.3) —3 Joints 1.3 PINION SHAFT OIL SEAL, Replace 2.6 (F 3.4; C 3.8; AM 4.3; CC 5.1) AXLE SHAFT OIL SEAL, Replace (One side) 5 (C .7; B, F .8) AM 1.4; CC 1.3) AXLE SHAFT BEARING, Replace
A A A V 9. N	move; disassemble; turn commutator; test armature and fields; check bearings; replace necessary parts; reinstall) —Bendix drive type	2.0 2.4 1.7; 2.2) .6 .4) 1.0) .6 UST	TRANSMISSION, R & R 2.5 (O 1.8; B 2.2; CC 3.4) 12. DRIVELINE, DRIVE AXLE & SUSPENSION UNIVERSAL JOINTS, Replace or repack —2 Joints 1.0 (AM, B 1.3) —3 Joints 1.3 PINION SHAFT OIL SEAL, Replace 8 AM-six, O .5) PINION SHAFT BEARINGS, Replace 2.6 (F 3.4; C 3.8; AM 4.3; CC 5.1) AXLE SHAFT OIL SEAL, Replace (One side)
A A A V 9. N	move; disassemble; turn commutator; test armature and fields; check bearings; replace necessary parts; reinstall) —Bendix drive type	2.0 2.4 1.7; 2.2) .6 .4) 1.0 1.0) .6 UST A .7; 1.4) 2.1; 1.3)	TRANSMISSION, R & R 2.5 (O 1.8; B 2.2; CC 3.4) 12. DRIVELINE, DRIVE AXLE & SUSPENSION UNIVERSAL JOINTS, Replace or repack —2 Joints 1.0 (AM, B 1.3) —3 Joints 1.3 PINION SHAFT OIL SEAL, Replace 8 —AM-six, O .5) PINION SHAFT BEARINGS, Replace 2.6 —(F 3.4; C 3.8; AM 4.3; CC 5.1) AXLE SHAFT OIL SEAL, Replace —(One side)
A A A V 9. N	move; disassemble; turn commutator; test armature and fields; check bearings; replace necessary parts; reinstall) —Bendix drive type	2.0 2.4 1.7; 2.2) .6 .4) 1.0) .6 UST 4. 7; 1.4) 2.1; 1.3)	TRANSMISSION, R & R 2.5 (O 1.8; B 2.2; CC 3.4) 12. DRIVELINE, DRIVE AXLE & SUSPENSION UNIVERSAL JOINTS, Replace or repack —2 Joints 1.0 (AM, B 1.3) —3 Joints
A A A V 9. N N	move; disassemble; turn commutator; test armature and fields; check bearings; replace necessary parts; reinstall) —Bendix drive type	2.0 2.4 1.7; 2.2) .6 .4) 1.0) .6 UST 4. 7; 1.4) 2.1; 1.3)	TRANSMISSION, R & R 2.5 (O 1.8; B 2.2; CC 3.4) 12. DRIVELINE, DRIVE AXLE & SUSPENSION UNIVERSAL JOINTS, Replace or repack —2 Joints 1.0 (AM, B 1.3) —3 Joints 1.3 PINION SHAFT OIL SEAL, Replace
A A A V 9. N N	move; disassemble; turn commutator; test armature and fields; check bearings; replace necessary parts; reinstall) —Bendix drive type	2.0 2.4 1.7; 22.2) .6 .4) 1.0) .6 UST A .7; 11.4) .CC, .9)	TRANSMISSION, R & R 2.5 (O 1.8; B 2.2; CC 3.4) 12. DRIVELINE, DRIVE AXLE & SUSPENSION UNIVERSAL JOINTS, Replace or repack —2 Joints 1.0 (AM, B 1.3) —3 Joints 1.3 PINION SHAFT OIL SEAL, Replace 2.6 (F 3.4; C 3.8; AM 4.3; CC 5.1) AXLE SHAFT OIL SEAL, Replace (One side)
A A A V 9. N N	move; disassemble; turn commutator; test armature and fields; check bearings; replace necessary parts; reinstall) —Bendix drive type	2.0 2.4 1.7; 22.2) .6 .4) 1.0) .6 UST A .7; 11.4) .CC, .9)	TRANSMISSION, R & R 2.5 (O 1.8; B 2.2; CC 3.4) 12. DRIVELINE, DRIVE AXLE & SUSPENSION UNIVERSAL JOINTS, Replace or repack —2 Joints 1.0 (AM, B 1.3) —3 Joints 1.3 PINION SHAFT OIL SEAL, Replace
A A A V 9. N N	move; disassemble; turn commutator; test armature and fields; check bearings; replace necessary parts; reinstall) —Bendix drive type	2.0 2.4 1.7; 22.2) .6 .4) 1.0) .6 UST 4 .7; 1.4) 2.1; 1.3) .CC, .9)	TRANSMISSION, R & R 2.5 (O 1.8; B 2.2; CC 3.4) 12. DRIVELINE, DRIVE AXLE & SUSPENSION UNIVERSAL JOINTS, Replace or repack —2 Joints 1.0 (AM, B 1.3) —3 Joints 1.3 PINION SHAFT OIL SEAL, Replace 2.6 (F 3.4; C 3.8; AM 4.3; CC 5.1) AXLE SHAFT OIL SEAL, Replace (One side)
A A A V 9. N N	move; disassemble; turn commutator; test armature and fields; check bearings; replace necessary parts; reinstall) —Bendix drive type	2.0 2.4 1.7; 2.2) .6 .4) 1.0) .6 UST (CC, .9)	TRANSMISSION, R & R 2.5 (O 1.8; B 2.2; CC 3.4) 12. DRIVELINE, DRIVE AXLE & SUSPENSION UNIVERSAL JOINTS, Replace or repack —2 Joints 1.0 (AM, B 1.3) —3 Joints 1.3 PINION SHAFT OIL SEAL, Replace

Our parts

With over 30 the road we have get to all parts

of Canada dealers from a good supply of don't happen to have they can get it in a



With over 30,000 Toyota cars on the road we have to make sure our parts are available from one end of Canada to the other. And we do.

All of our

dealers from coast to coast carry a good supply of parts. And, if they don't happen to have the one you want they can get it in a hurry from any one of 4 main parts warehouses located in Toronto, Montreal, Halifax, and Vancouver.

So wherever you are in Canada you can get our parts. And when you get them you can be sure they'll fit. That's one of the nicest parts about our parts. They're built to the exact same tolerance as the original. And they're guaranteed against any damage or defect.

So if you want 'em we've got 'em. All you have to do is contact your nearest Toyota dealer.

GENUINE PARTS

Canadian Motor Industries

Toyota cars are sold and serviced from coast to coast in Canada, and throughout the world.

YOUR GUIDE TO BETTER TUNE-UP

(Abridged from recommended procedure of the Automotive Electric Association)

1. BATTERY

- —Make physical check of battery and carrier
- -Check specific gravity of electrolyte, or
- —Check open circuit voltage of battery cells
- —Check terminal voltage of battery under load
- -Add water to cells as needed

2. STARTING MOTOR AND CABLES

- —Check switch and cables for excessive voltage drop, with low reading voltmeter
- -Check operation of starting motor

3. COMPRESSION AND MANIFOLD'S

- -Torque all attaching bolts or studs
- —Check engine compression (all plugs removed)

4. SPARK PLUGS

- —Examine removed plugs for fouling or damage
- -Ensure spark plugs are of the proper type
- -Clean thoroughly in a blast type cleaner
- —File, regap, and reinstall with new gaskets

5. DISTRIBUTOR

- —Inspect cap and rotor for cracks, burning, corrosion, etc.
- —Check centrifugal and vacuum advance for smooth operation
- -Test condenser
- —Check condition of points, replace if necessary
- -Lubricate cam, wick and oiler

6. IGNITION COIL AND PRIMARY CIRCUIT

- -Test coil
- —Inspect all primary terminals and connections
- -Clean high tension terminal in coil

7. HIGH TENSION CABLES

-Inspect, test, replace as necessary

8. ALTERNATOR

- Inspect terminals for corrosion and loose connections; clean and retighten
- —Check alternator belt tension
- —Test electrically with test voltmeter and ammeter for voltage drop in charging circuit, capability of reaching rated output (disconnect battery for static tests)

9. VOLTAGE REGULATOR

- —Check for excessive resistance in the charging circuit
- —Check regulator operating voltage and

10. Set ignition timing

11. FUEL PUMP

- —Inspect flexible line and tighten connections
- -Clean gasoline bowl and filter
- -Check output volume and pressure

12. CARBURETOR

- -Check linkage for wear and adjustment
- -Check pcv valve port for cleanliness
- —Remove, disassemble, clean and replace parts as necessary
- -Service air cleaner
- -Adjust idle speed and mixture

13 COOLING SYSTEM

- -Check for leaks and hose condition
- —Test pressure cap
- -Check thermostat operation

14. EMISSION CONTROL

—Check operation of emission control system according to manufacturer's recommendations

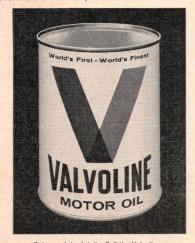
BOOST SERVICE BUSINESS

VALVOLINE'S NEW-CAR Lifetime Guaranty



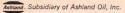
The Valvoline Lifetime Guaranty requires your new car buyer to come in on a regular basis, over a long period, in order to keep his Guaranty in force. That means extra service business, extra profits.

Moreover—at no cost to you—Valvoline follows up with mailings every 60 days for 16 months to remind your customers to return to you for service.



Get complete details. Call the Valvoline distributor nearest you, or call Valvoline direct.

VALVOLINE OIL COMPANY OF CANADA, LTD.



33 Industrial Blvd., Toronto 17, Ont. - Phone 416/421-8787 105 Third Avenue W., Vancouver, B. C. - Phone 604/874-9151 540 5th Avenue, S. W., Calgary, Alberta - Phone 403/263-300 1215 Greene Avenue, Montreal, Quebec - Phone 514/933-2292

Canadian Service Data Book ADVERTISERS' INDEX

Addison Equipment Ltd	174
Admico Tools, Inc. Armstrong Beverley Engineering Ltd. Automan Canada Ltd.	190
John Bean Div., FMC Corp. Bear Equipment & Services Ltd. Bee Line Automotive Equipment Ltd. Bendix Automotive of Canada Ltd. Robt. Bosch (Canada) Ltd. British Leyland Motors Canada Ltd. Bryton King Ltd.	160, 184
Bee Line Automotive Equipment Ltd.	166
Bendix Automotive of Canada Ltd.	192
British Leyland Motors Canada Ltd.	2
Byfoli King Etu.	156
Canadian Acme Service Parts (Div. of I	Levy
Canadian Curtiss Wright I td	154
Canadian Motor Industries	198
Canadian Motor Industries Champion Spark Plug Co. of Canada Ltd. Chrysler Canada Parts Ltd. (Chryco) Chrysler Canada Parts Ltd. (Autopar) Cole-Hersee Co.	198 . 76, 77 5
Chrysler Canada Parts Ltd. (Autopar)	189
W. H. Cooper & Co. Ltd.	108
The H. B. Egan Manufacturing Co	19
Federal-Mogul Canada Ltd.	59
Federal-Mogul Canada Ltd. Fel-Pro of Canada Ltd. Filko Ignition of Canada Ltd. Ford Motor Co, of Canada Ltd. Fram Canada Ltd.	60 82
Ford Motor Co. of Canada Ltd.	80
Fram Canada Ltd	23
General Motors of Canada Ltd. (United	
Delco-AC) Guaranteed Parts Ltd.	94 85
Hayes-Dana Ltd. Ernest Holmes Co.	4
Imperial-Eastman Corp. (Canada) Ltd	118
K-D Manufacturing Co.	194, 195
King Electronics Co.	98
K-D Manufacturing Co. King Electronics Co. Kwik-way Ward Ltd. K. O. Lee Co.	54
Lee Manufacturing	177
Joseph Lucas (Canada) Ltd	
Marquette Equipment Canada Ltd.	OBC
Mobomak Automotive Products Ltd.	122
Marquette Equipment Canada Ltd, D. A. McNulty & Co. Ltd. Mobomak Automotive Products Ltd. Motorola Automotive Products Motorola Automotive Products	106
	100, 182
Owatonna Tool Co	136
Peerless Instrument Co. of Canada Ltd. The Prestolite Co.	101
Quaker State Oil Refining Co.	25
H. C. Schildmeier Co. Seco Tool Co. Ltd. Silver Seal Products Co. Inc. Sioux Tools Inc. Snap-on Tools of Canada Ltd. Stant Mig. Co. Inc. Star Machine & Tool Stewart-Warner Corp. of Canada (Alemite)	159
Seco Tool Co. Ltd. Silver Seal Products Co. Inc.	112
Sioux Tools Inc.	190, 191
Stant Mfg. Co. Inc.	124
Star Machine & Tool	180
Stewart-Warner Corp. of Canada (Alemite) Sunnen Products Co. Ltd.	162
Tung-Sol International Corp.	172
Valvoline Oil Co. of Canada Ltd	200
Vandervell Canada (1968) LtdVolkswagen Canada Ltd.	11
The Weatherhead Co. of Canada Ltd	186



TUNE-UP CENTER ON WHEELS

Snap-onTune-Up Console

MT-4063E

This new SNAP-ON master tune-up center is the latest in "expressway-modern" test equipment. Its bold, colorful styling set off by smart stainless steel trim reflects SNAP-ON quality all the way!

Instrument-wise, this set lets you completely check out potential trouble areas in cars, trucks or buses. The "heart" of the master center is SNAP-ON's highly versatile MT-615D Anal-O-Scope. It's the only scope on the market with the patented ignition reserve test that lets you simulate road conditions right in the shop!

Other instruments include the MT-402D Alternator-Generator-Regulator tester, MT-405D Combuston Analyzer, MT-416C Tach Dwell Meter and MT-440C Advance Meter.

All units are mounted on a console which includes an illuminated cowl, meter trays, mounting drawer section and heavy duty roll cab. The spacious cab gives you plenty of room for wrenches, hand tools and other equipment.

OF THE MANY TESTS YOU CAN PERFORM Reserve Accelerator Pump

Action

Current

Alternator Field

HERE ARE JUST A FEW

Ignition Reserve Capacity Ignition Timing Coil Polarity Cylinder Balance Alternator Output Generator Output Spark Plug Action Secondary Circuit Faults Primary Circuit Resistance Cam Angle **Ignition Points** RPM Checks Primary Circuit Leakage Distributor Wear Condenser Faults Valve Action

Diode Efficiency **Electrical Continuity** Ignition By-pass Circuit Ballast Resistor Check Cranking Voltage Resistance Tests Idle Mixture Cruising Mixture Intake Manifold Air Leak Valve leakage Valve timing Vacuum Advance Mechanical Advance

YOURS ON EASY PAYMENTS

You can own this equipment for a little down, a little each week — pay for it out of profits. And remember — you not only get complete training by SNAP-ON factory-trained specialists, your SNAP-ON man gives follow-up service on his regular stops. You don't buy an orphan when you buy SNAP-ON. Ask your SNAP-ON man to arrange a complete demonstration.

BRANCHES AND DEALERS THROUGHOUT THE DOMINION

OF CANADA LIB

POST OFFICE BOX 700 . DOWNS VIEW, ONTARIO



Easy and accurate with this simple programmed test selector. Ask your jobber or Marquette salesman

